

November 2012

Anchor Live/ Work Project

1527 Newport Boulevard

Initial Study/Mitigated Negative Declaration

Prepared for



Prepared by

RBF
CONSULTING

A Baker Company

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Anchor Live/Work Project 1527 Newport Boulevard

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November 20, 2012

JN 132095



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- A Air Quality and Green House Gas Emissions Data
- B Geotechnical Engineering Investigation
- C Phase I Environmental Site Assessment
- D Noise Data
- E Trip Generation Memorandum (also attached)



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1.0 INTRODUCTION

Following a preliminary review of the proposed Anchor Live/Work Project (i.e., Project), the City of Costa Mesa determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the Project, as proposed.

The Project involves construction of a 40-unit, three-story, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists at 1527 Newport Boulevard. The Project required entitlements include the 1527 Newport Boulevard Master Plan, deviations from development standards, and Vesting Tentative Tract No. 17501. Section 2.0, *Project Description*, provides a detailed description of the Project.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the *California Environmental Quality Act (CEQA)* (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Costa Mesa, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the Project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the Project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency must find that the Project would not have a significant effect on the environment and must prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "*there is no substantial evidence in light of the whole record before the Lead Agency*" that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately selected by the City of Costa Mesa in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the Project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document should be addressed to the City of Costa Mesa. Following review of any comments received, the City of Costa Mesa will consider these comments as a part of the Project's environmental review and include them with the Initial Study documentation for consideration by the Planning Commission of the City of Costa Mesa.

1.2 PURPOSE

The purpose of the Initial Study is to: (1) identify environmental impacts; (2) provide the Lead Agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration; (3) enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of a project;



(5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for a project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant.

Section 15063 of the *CEQA Guidelines* identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

1.3 INCORPORATION BY REFERENCE

Pertinent documents relating to this Initial Study/Mitigated Negative Declaration (IS/MND) have been cited and incorporated, in accordance with Sections 15148 and 15150 of the *CEQA Guidelines*, to eliminate the need for inclusion of voluminous engineering and technical reports within the Initial Study. Of particular relevance are those previous environmental documents that present information regarding descriptions of environmental settings, and future development-related growth and cumulative impacts. The references outlined below were utilized during preparation of this Initial Study. The documents are available for review at the City of Costa Mesa Development Services Department located at 77 Fair Drive, Costa Mesa, California 92626.

City of Costa Mesa 2000 General Plan (Adopted January 22, 2002). The City of Costa Mesa 2000 General Plan (General Plan) is the primary source of long-range planning and policy direction intended to guide growth and preserve the quality of life within the community. The General Plan contains goals, policies, and plans that are intended to guide land use and development decisions. It consists of a Land Use Plan Map and the following Elements, which together fulfill the state requirements for a General Plan: Land Use; Circulation/Transportation; Housing; Conservation; Noise; Safety; Open Space and Recreation; Growth Management; Community Design; and Historic and Cultural Resources. The General Plan was used throughout this Initial Study as a source of baseline data.

City of Costa Mesa 2000 General Plan Environmental Impact Report (SCH No. 2000031120) (Adopted January 22, 2002). The *City of Costa Mesa 2000 General Plan Environmental Impact Report* was certified on January 22, 2002 through City Council Resolution No. 02-07. The General Plan EIR analyzed the potential environmental impacts that would result from implementation of the City of Costa Mesa 2000 General Plan. General Plan EIR Table 3-6, *Growth Increases Over Existing Conditions (2000) Associated with 2000 General Plan Implementation (2020)*, identifies new development projected between 2000 and 2020. The environmental impact analysis contained in the General Plan EIR assumes 42,469 dwelling units and 46,683,237 square feet of non-residential land uses, which represents a growth of 1,892 additional dwelling units and 12,643,695 additional square feet of non-residential uses by 2020. The



General Plan EIR concluded that impacts in the following areas would be significant and unavoidable (see General Plan EIR Section 8.0):

- Transportation and Circulation (roadway capacity at Gisler Avenue, west of Harbor Boulevard);
- Noise (long-term mobile sources);
- Air Quality (short- and long-term emissions).

The General Plan EIR was used in this Initial Study as a source of baseline data.

City of Costa Mesa Municipal Code. The City of Costa Mesa Municipal Code (CMMC) consists of regulatory, penal, and administrative ordinances of the City of Costa Mesa. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies.

The City of Costa Mesa Zoning Code is found in CMMC Title 13, *Planning, Zoning, and Development*. The purpose of CMMC Title 13 is to promote the public health, safety, and general welfare, and preserve and enhance the aesthetic quality of the City by providing regulations to ensure that an appropriate mix of land uses occur in an orderly manner. The CMMC and CMMC Title 13 are referenced throughout this Initial Study for descriptions and requirements of the City's regulatory framework.

19 West Urban Plan (adopted March 2005). The 19 West Urban Plan is one of three Urban Plans created as part of the Westside Implementation Plan, in order to establish overlay zones in specific areas of the City's Westside. The 19 West Urban Plan was identified as a commercial/residential hybrid overlay area. This approximately 106.3-acre area is north and south of West 19th Street and between Newport Boulevard and Superior Avenue. The 19 West Urban Plan does not propose any major intensification of land uses. The Plan emphasizes improving the area by providing visual enhancement and encouraging the development of mixed-use urban villages along specified areas of West 17th Street, West 19th Street, and Superior Avenue. The Project site is located in the southeast extreme of the 19 West Urban Plan; refer to 19 West Urban Plan Figure 2, *Westside Urban Plan Areas*.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Anchor Live/Work Project site is located in the southernmost portion of the City of Costa Mesa, in the County of Orange; refer to Exhibit 2-1, Regional Context. The site is located approximately 1.3 miles northeast of the Pacific Ocean and just north of the jurisdictional boundary between the cities of Newport Beach and Costa Mesa. The site is more specifically located north of Industrial Way, between Superior Avenue and Newport Boulevard, at 1527 Newport Boulevard; refer to Exhibit 2-2, Local Context.

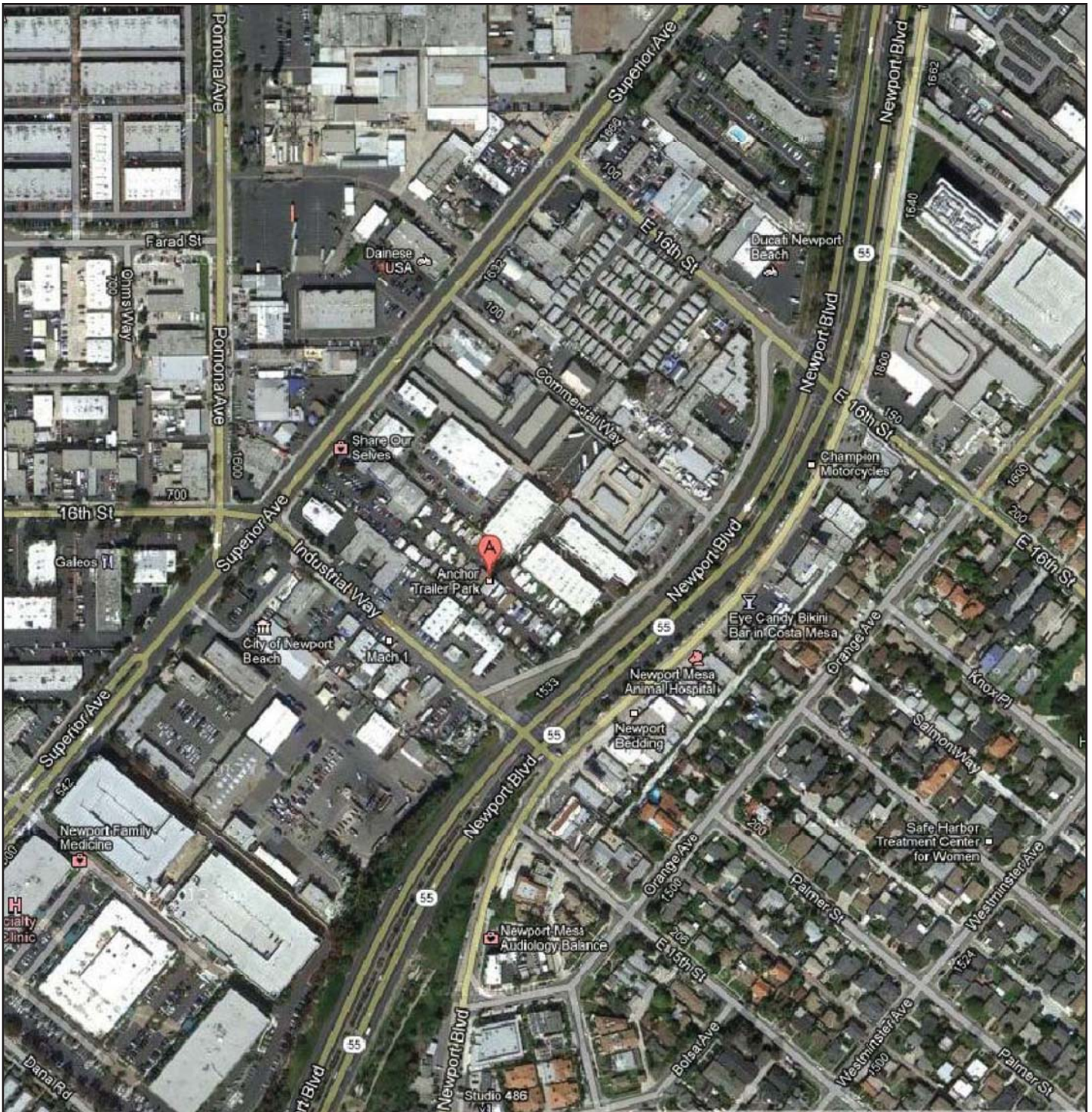
Regional access to the site is provided via California State Route 55 (SR-55)/Newport Boulevard, which is located to the southeast, beyond the frontage road that adjoins the property. Pacific Coast Highway (CA-1), which is located less than one mile south of the site, also provides regional access. Local access to the site is provided via Superior Avenue to the northwest and a frontage road that borders Newport Boulevard to the southeast.

2.2 ENVIRONMENTAL SETTING

The Project site (Assessor's Parcel Number 425-351-04) consists of one parcel totaling 1.99 gross acres (1.88 net acres). The site's topography slopes down slightly to the southeast, with onsite elevations at approximately 92 feet above mean sea level at the northern corner and approximately 86 feet above mean sea level at the southern corner. The property was originally developed in the late 1940s as a mobilehome/recreational vehicle park (Anchor Trailer Park or "Park"). The Park is an all age community with 43 spaces upon which a recreational vehicle, travel trailer, or mobilehome (collectively referred to as residential structures) can be placed and residents may reside for short term or long term occupancy. The Park contains 43 tenant spaces for Residential Structures. Three buildings are located on the property: an approximately 600-square foot office building, an approximately 300-square foot restroom/laundry building, and a 200-square foot electrical building. The buildings are constructed of concrete block, brick, and stucco, respectively, with wood frame roofs and composition shingles.

The Park consists of a total of 43 spaces, with 20 spaces designated for the placement of mobilehomes and 23 designated for the placement of a travel trailer or a recreational vehicle. Of the 43 spaces, one (1) space is designated for the onsite manager, 22 spaces are occupied by residents that own their residential structure, 11 spaces are occupied by residents that rent the residential structure and the space from the current owner, and nine (9) spaces are completely vacant wherein no residential structure is located on the space. The types of ownership and number of units in each category are provided in Table 2-1, Summary of Spaces and Ownership Category, and summarized below:

- Resident Owned Homes: 22 units (includes temporary occupants);
- Park Owned Homes: 11 units;
- Vacant Lots: 9 units; and
- Manager Lot: 1 unit.



Source: Withee Malcolm Architects, LLP, September 19, 2012.

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Local Context

Exhibit 2-2



Table 2-1
Summary of Spaces and Ownership Category

Space	Ownership Category	Residential Structure Type	Space	Ownership Category	Residential Structure Type
1	Park Owned Home	RV	23	Resident Owned Home	RV
2	Resident Owned Home	RV	24	Park Owned Home	RV
3	Resident Owned Home	RV	25	Resident Owned Home	TT
4	Resident Owned Home	RV	26	Vacant	
5	Resident Owned Home	MH	27	Park Owned Home	MH
6	Vacant		28	Resident Owned Home	MH
7	Resident Owned Home	RV	29	Vacant	
8	Vacant		30	Park Owned Home	TT
9	Resident Owned Home	RV	31	Park Owned Home	MH
10	Park Owned Home	RV	31A	Resident Owned Home	TT
11	Resident Owned Home	RV	32	Resident Owned Home	TT
12	Resident Owned Home	RV	33	Resident Owned Home	MH
13	Park Owned Home		34	Resident Owned Home	MH
14	Resident Owned Home	MH	35	Vacant	
15	Resident Owned Home	TT	36	Park Owned Home	MH
16	Vacant		37	Resident Owned Home	MH
17	Vacant		38	Park Owned Home	MH
18	Park Owned Home	RV	39	Vacant	
19	Resident Owned Home	TT	40	Resident Owned Home	MH
20	Resident Owned Home	TT	41	Park Owned Home	MH
21	Resident Owned Home	TT	42	Park Owned Home	MH
22	Vacant				
TOTALS					
Type of Ownership			Number of Units in the Park		
Resident Owned Homes			22		
Park Owned Homes			11		
Vacant Lots			9		
Manager Lot			1		
Residential Structure Type					
Mobilehome (MH)			7		
Recreational Vehicle (RV)			8		
Travel Trailer (TT)			7		

Of the resident owned homes, the residential structures for these lots vary, as follows:

- Mobilehome: 7 units;
- Recreational Vehicle: 8 units; and
- Travel Trailer: 7 units.

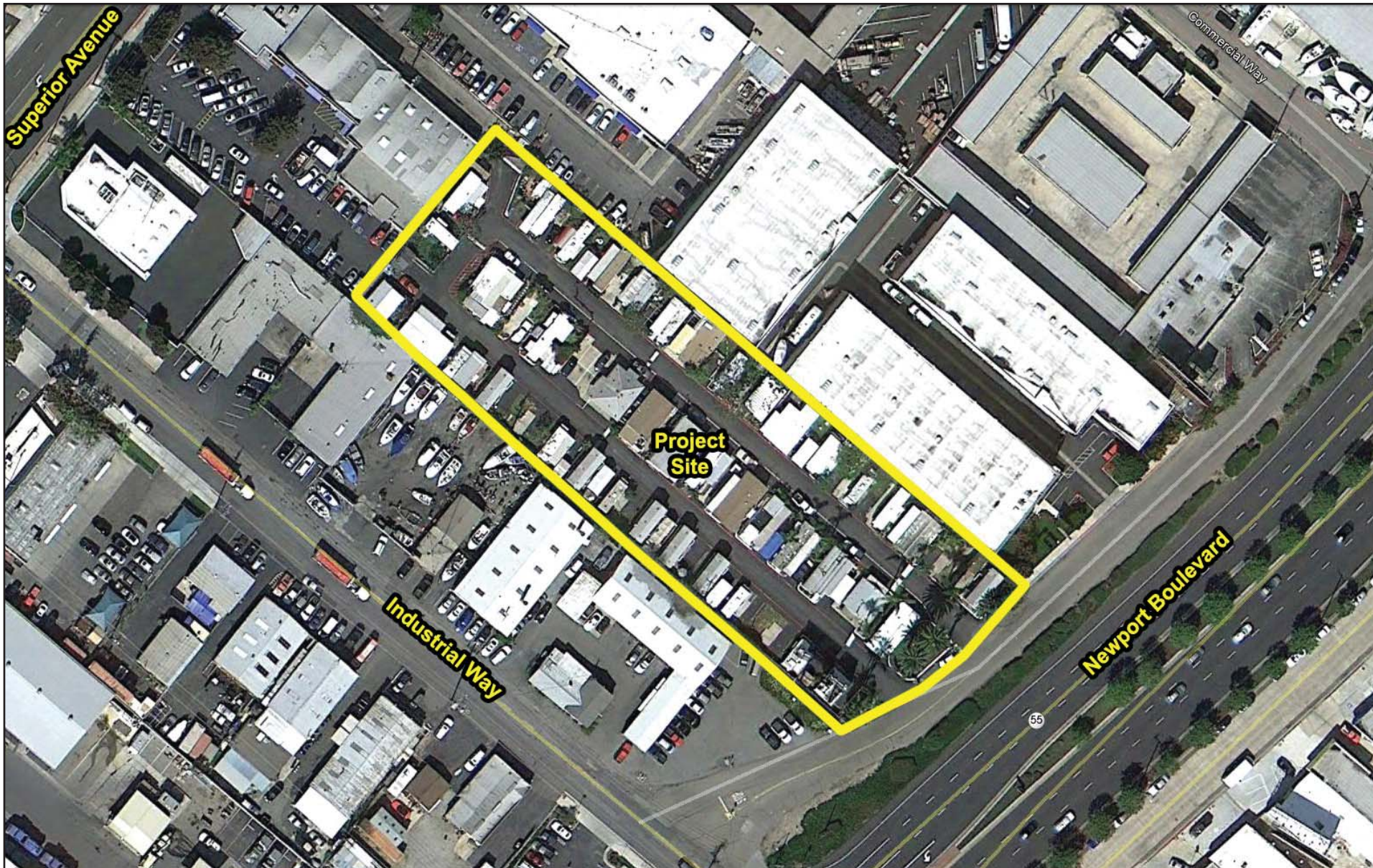


Table 2-2, *Eligible Residents*, consists of a list of all Spaces within the Park and an indication of whether or not they are considered an eligible resident.

**Table 2-2
Eligible Residents**

Space	Name	Benefits Eligibility	Space	Name	Benefits Eligibility
1	Way	No	23	Howe	No
2	Ganser	No	24	Bradford	No
3	Sundrhl	No	25	Henderson	Yes
4	Ramirez	Yes	26	Vacant	N/A
5	McMann	Yes	27	Bell	No
6	Vacant	N/A	28	Megee	Yes
7	Rogers	No	29	Vacant	N/A
8	Vacant	N/A	30	Chase	No
9	Anderson	Yes	31	Nestor/Silverman	No
10	Herman	No	31A	Rosales (Manager)	Yes
11	Libby	Yes	32	Quigley	Yes
12	Boyle	No	33	Wyld	Yes
13	McGee/Kitzerow	No	34	Wolter	Yes
14	Hoover	Yes	35	Vacant	N/A
15	Ellison	Yes	36	Congleton	No
16	Vacant	N/A	37	Curfman	Yes
17	Vacant	N/A	38	Meyers	No
18	Rios	No	39	Vacant	N/A
19	Moore	Yes	40	McCarty	Yes
20	Van Heemskerck	Yes	41	Morrow	No
21	Morphew	Yes	42	Ducat	No
22	Vacant	N/A			
TOTALS					
Eligible Residents			17		
Noneligible Residents			17		
Vacant			9		

Two sewer laterals traverse the property: parallel and adjacent to the northeast property line; and in the southeast portion of the site, generally along the southeast property line. A sewer manhole is located at the southern corner of the site. Power poles are located along and immediately adjacent to the northeast, northwest, and southeast boundaries. A water meter is located at the southeast property line, approximately 50 feet south of the eastern corner of the property. Retaining and block walls are located along the site's northeast, northwest, and southeast boundaries, while a wood fence is located along the southwest boundary. *Exhibit 2-3, Existing Site Conditions*, illustrates the existing onsite land uses.



Source: Google Maps, 2012.

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Existing Site Conditions

Exhibit 2-3



Primary site access is provided via one unsignalized driveway at the southeasterly Project frontage along a Newport Boulevard frontage road. Secondary (emergency) site access is provided via a driveway/easement at the site's northern corner. The driveway/easement is a shared driveway that takes access via Superior Avenue.

According to the Westside Urban Plan Areas Map,¹ the Project site is specifically located within the 19 West Urban Plan. However, because the proposal involves a live/work proposal, the development standards, as applicable, from the Mesa West Urban Plan have been applied.

GENERAL PLAN AND ZONING

General Plan

According to the City of Costa Mesa General Plan Land Use Map (2012),² the site's land use designation is General Commercial in the eastern portion and Light Industry in the western portion. The General Commercial designation is intended to permit a wide range of commercial uses, which serve both local and regional needs. The Light Industry designation is intended for a variety of light and general industrial uses. The Land Use Element further notes the following regarding mixed-use development projects:

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated development..... Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the CL, C1 and/or C2 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities.

Zoning

According to the Official Zoning Map (2012),³ the Project site is zoned C2 General Business District and MG General Industrial District. Additionally, with adoption of the 19 West Urban Plan, the 19 West Village Mixed-Use Overlay District was applied to the property; refer to *19 West Urban Plan* Section below. Because the standards of urban plans are applied, the underlying zoning requirements of the base zoning districts are not applicable. The CMMC describes the MU Mixed-Use Overlay District, as follows:

¹ City of Costa Mesa Website, Westside Urban Plan Areas Map, <http://www.costamesaca.gov/index.aspx?page=110>, Accessed October 17, 2012.

² City of Costa Mesa Website, City of Costa Mesa Zoning Map, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=369>, Accessed October 17, 2012.

³ City of Costa Mesa Website, City of Costa Mesa Zoning Map, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=367>, Accessed October 17, 2012.



This [MU Mixed Use Overlay] district may overlay the R2-MD, R2-HD, R3, CL, C1, C2, MG, PDR-HD, PDR-MD, or I&R districts, and it is intended to allow development of residential and nonresidential uses as mixed, integrated projects. This overlay district shall only be applied to the zoning map in conjunction with the adoption of an urban plan for the designated area. The urban plan is a regulating plan that shall define the unique characteristics of the overlay area, include a matrix of permitted, conditionally permitted, and prohibited uses and provide development standards. The provisions of the mixed-use overlay shall be activated by adoption of a master plan. (CMMC Section 13-20(s))

19 West Urban Plan

The 19 West Urban Plan is one of three Urban Plans created as part of the Westside Implementation Plan, in order to establish overlay zones in specific areas of the City's Westside. The 19 West Urban Plan was identified as a commercial/residential hybrid overlay area. The 19 West Urban Plan Figure 9B indicates the site's underlying zoning district is General Business District and the overlay zone is 19 West Village Mixed-Use Overlay District.

The overlay zones, which are intended to promote the 19 West Urban Plan's long-term goals, apply zoning provisions to the 19 West Urban Plan area. When activated by an approved Master Plan, the underlying zoning district is superseded by the 19 West Urban Plan zoning regulations (unless otherwise indicated). The 19 West Urban Plan's mixed-use development standards are provided in 19 West Urban Plan Table A-19. The maximum floor area ratios (FAR) for mixed-use development are provided in 19 West Urban Plan Table B. A listing of the land uses that are permitted and conditionally permitted within the overlay zone's mixed-use developments is provided in 19 West Urban Plan Table C. Any other type of mixed-use development not specified in 19 West Urban Plan Table C requires a Conditional Use Permit.

Mesa West Urban Plan

Mesa West Bluffs Urban Plan Area

In April 2006, the Costa Mesa City Council unanimously approved several revitalization strategies aimed to improve the Westside. City Council identified the Mesa West Bluffs Urban Plan area as a live/work or residential overlay area. The Zoning Map reflects this overlay zone for the plan area.

The Mesa West Bluffs Urban Plan area is approximately 277 acres in size. Some major roadways in the plan area include West 17th Street, West 18th Street, Placentia Avenue, and Pomona Avenue. The Live/Work and Residential Overlay Zone in the Mesa West Bluffs area is identified in Figure 9.

Overlay zoning is a useful tool in promoting the long-term goals of the Mesa West Bluffs Urban Plan. By giving a plan the weight of law, an overlay zoning district helps ensure successful implementation of the plan's strategies. The overlay zone applies zoning provisions to the Mesa West Bluffs Urban Plan area. When activated by an approved Master Plan, the underlying zoning district is superseded by the zoning regulations of the Mesa West Bluffs Urban Plan, unless otherwise indicated.



The Mesa West Bluffs Urban Plan does not propose any major intensification of land uses. The emphasis is on improving the Urban Plan area by providing visual enhancement and encouraging the development of live/work units or residential development within the plan area. Thus, future traffic will be supported by the General Plan roadway network.

With regard to the Live/Work development, the Mesa West Bluffs Urban Plan implements General Plan goals/objectives/policies for live/work development by regulating allowable land uses and development standards.

Objectives

The objectives of the Mesa West Bluffs Urban Plan include:

- Identify development regulations to realize the vision of the Urban Plan. These regulations address mixed-use development standards as well as public streetscapes and urban design improvements and amenities.
- Provide a Land Use Matrix of allowable uses for live/work development that recognizes the development potential of the plan area and need to sensitively integrate new development with the surrounding areas, and therefore, promote both resident and business community confidence in the long term.
- Encourage the construction of Live/Work Units that combine residential and nonresidential uses in the same unit without exceeding the development capacity of the General Plan transportation system.
- Attract more residents and merchants by allowing mixed-use development in the form of a live/work loft, which offers first floor retail/office uses and upper story living spaces in the same unit.
- Stimulate improvement in the Mesa West Bluffs Urban Plan area through well-designed and integrated urban residential development that is nontraditional in form and design with flexible open floor plans and which complements the surrounding existing development.
- Meet demand for a new housing type to satisfy a diverse residential population comprised of artists, designers, craftspeople, professionals and small-business entrepreneurs.
- Encourage the design and development of urban residential structures reflecting the urban character of the surrounding industrial context both in the interior and exterior areas.

Live/Work Development

The Mesa West Urban Plan defines live/work development as follows:

“Live/Work Loft or Live/Work Unit. A mixed-use development composed of commercially- or industrially-oriented joint work and living quarters in the same building, where typically the primary use is a place of work and where there are separately-designated residential and work areas. A



live/work unit consists of the following: (a) living/sleeping area, kitchen, and sanitary facilities in conformance with the Uniform Building Code and (b) adequate work space accessible from the living area, reserved for, and regularly used by the resident(s)."

Because the live/work developments standards are specified in the Mesa West Urban Plan (and not the 19 West Urban Plan), these regulations are being applied to the proposed Anchor Live/Work Project.

EXISTING SURROUNDING LAND USES

Surrounding land uses generally consist of commercial and light industrial uses. Land uses immediately adjacent to the Project site consist of the following:

Northeast: Light industrial land uses (general warehouse and storage) are located to the northeast. These properties are zoned General Business and General Industrial.

Southwest: Light industrial and commercial land uses (marine and auto repair) are located to the southwest. The properties are zoned General Business and General Industrial.

Northwest: Commercial land uses (auto parts) are located to the northwest. The properties are zoned General Industrial.

Southeast: A Newport Boulevard frontage road and Newport Boulevard/SR-55 are located to the southeast, with commercial and residential land uses located beyond the freeway.

2.3 BACKGROUND AND HISTORY

The subject property is occupied by a 43-unit mobilehome/recreational vehicle park. The current property owner has entered into an agreement to sell the property to Intracorp Companies (Applicant of the Project that is subject of this Initial Study). In accordance with California Government Code Section 65863.7, the Applicant submitted a Closure Impact Report/Relocation Plan to the residents of the Park and the City of Costa Mesa for the closure of the Park. The Closure Impact Report is prepared to (i) explain to the residents and the City of Costa Mesa within the Park the impact of the closure of the Park on the residents of the Park; (ii) to explain to the residents the options and the relocation mitigation measures available to them; and (iii) to satisfy the requirements of 65863.7 and California Civil Code Section 798.56(h).

The Report specifically addresses the availability of replacement housing in mobilehome parks and relocation costs as required in Section 65863.7. It addresses the steps taken to mitigate the adverse impact upon the residents who are displaced by the closure of the Park. While State law is specific with regard to the requirement that the steps to mitigate the impact upon the displaced residents "shall not exceed the reasonable costs of relocation," the Owner may also offer additional assistance to the displaced residents by providing relocation counseling, information respecting the availability of other housing opportunities, and a Resident Discretionary Fund over and above the statutory requirements.



In recognition of the different needs of the homeowners, three different options are provided in the Closure Impact Report from which the Homeowners may select. Additionally, a Relocation Assistant is provided to meet with each household and assist them with the relocation. The types of assistance the Relocation Assistant will provide include: arranging to have personal property packed, moved and unpacked; arranging to have the Residential Structure taken down, relocated and set up at the new location; arranging for lodging for the family during relocation; and arranging for such items as may be applicable to the selected Option for relocation benefits. The Costa Mesa City Council will hold a hearing for the Mobilehome Park Closure Impact Report on December 4, 2012.

Because the Project is being processed simultaneous with the Closure Impact Report's review, the baseline conditions in this Initial Study assume: 1) relocation of the residents occurred as part of the Closure Impact Report, and thus, prior to and independent of the Project; 2) the mobilehomes/recreational vehicles that exist on the property are vacant; and 3) the relocation of the mobilehomes occurs as part of the Project. The baseline conditions also assume the three existing buildings, as well as the associated concrete pads, utilities, etc., remain on the property after closure of the park, thus, their removal is part of the Project.

2.4 PROPOSED PROJECT/ANCHOR LIVE/WORK MASTER PLAN

The proposal involves a 40-unit development consisting of live/work units at 1527 Newport Boulevard. Exhibit 2-4, Site Plan, illustrates the proposed development. The Project requires City of Costa Mesa approval of the Anchor Live/Work Master Plan, Vesting Tentative Tract Map No. 17501, deviations from the Urban Plan development standards, Demolition Permit, Grading Permit, and Building Permit(s). These Project components are further described below.

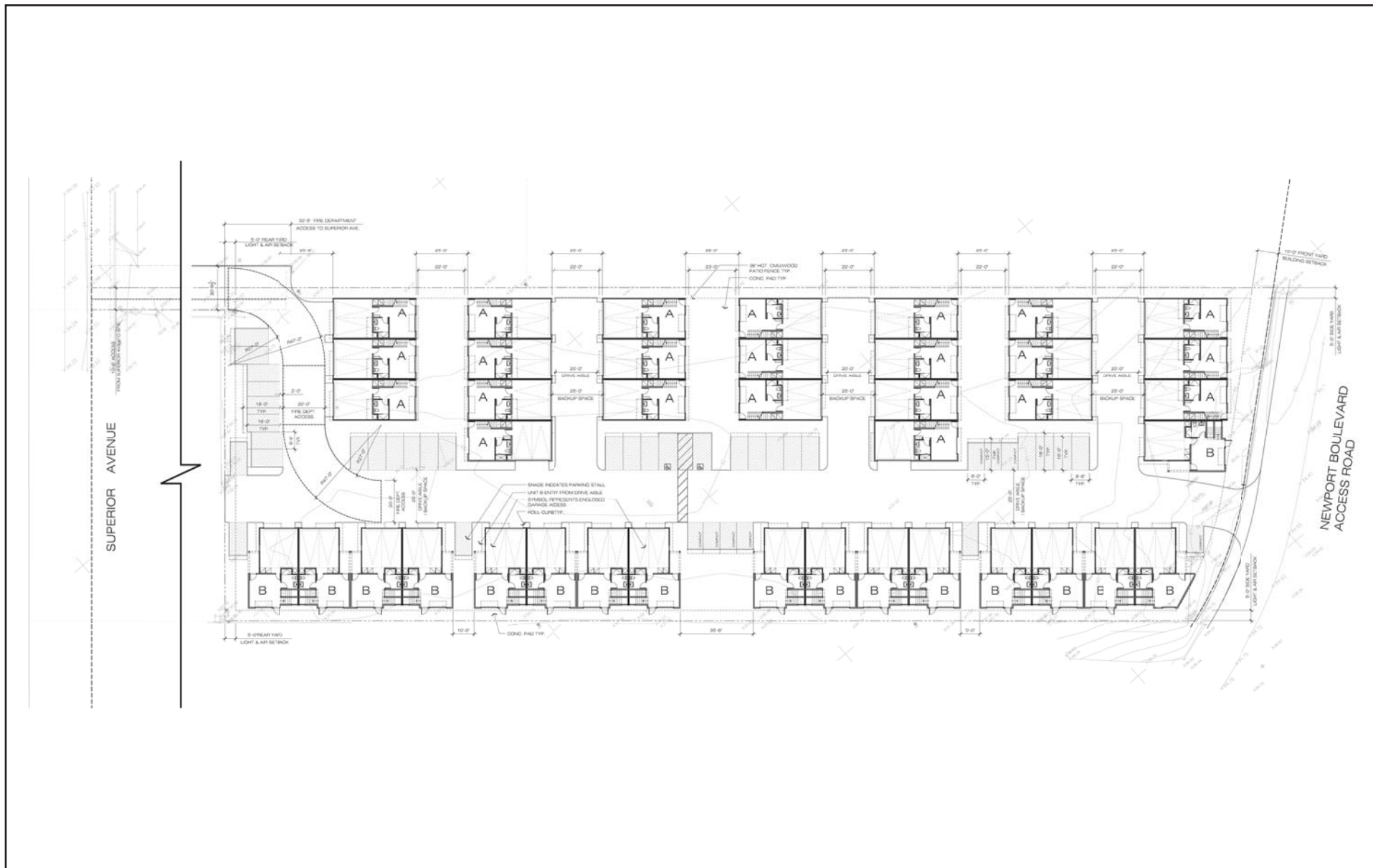
ANCHOR LIVE/WORK DEVELOPMENT AT 1527 NEWPORT BOULEVARD

The City of Costa Mesa is processing a planning application from Intracorp Socal -1, LLC for a 40-unit live/work development at 1527 Newport Boulevard. The proposed Project involves the following:

1. Adoption of an Initial Study/Mitigated Negative Declaration;
2. Planning Application PA-12-21 – Urban Master Plan for development of a 40-unit live/work Project at the site of an existing mobilehome/recreational vehicle park within the 19th West Urban Plan area. The Project consists of the development of 40 live/work units with a total gross density of 21 units per acre and an FAR of 1.0; refer to Exhibit 2-5, Master Plan.

The buildings are designed in three-plex and four-plex clusters. The development includes attached three-story development with roof decks, two-car garages and open parking areas, commercial “work” space on ground floor, and living space and bedrooms at upper levels. The proposed live/work units are comprised of 2 bedrooms plus a den (about 2,000 square feet). A total of 80 garage parking spaces and 40 open parking spaces are proposed (120 parking spaces or 3 spaces per unit).

Table 2-3, Project Summary, summarizes the proposed units and their sizes.



Source: Withee Malcolm Architects, LLP, September 19, 2012.

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**Table 2-3
Project Summary**

Plan	Description	Quantity	Unit Residential Net Area	Unit Work Net Area	Unit Total Net Area	Net Area Subtotal	Unit Residential Gross Area	Unit Work Gross Area	Unit Total Gross Area	Gross Area Subtotal	Parking Ratio	Required Parking
A	2 BR/3.5 BA Live/Work Unit Side By Side Garage	23 (58%)	1,444 sf	353 sf	1,797 sf	41,334 sf	1,538 sf	414 sf	1,952 sf	44,896 sf	1.0	60 spaces
B	2 BR / 3/5 BA + DEN Live/Work Unit Side By Side Garage	17 (43%)	1,570 sf	383 sf	1,953 sf	33,201 sf	1,676 sf	420 sf	2,000 sf	35,632 sf	1.5	60 spaces
Subtotal Units		40 Residential Units				74,532 sf				80,528 sf		120 spaces required
						Average Unit Net Area				Average Unit Gross Area		
						1,863 sf				2,000 sf		

The Project includes the following deviations:

- A deviation from the parking design standards (20' x 20' required, 19' x 18'-6" proposed); and
 - A deviation from the minimum work space requirement (250 SF required, 190 SF proposed).
3. Vesting Tentative Tract Map 17501 – Subdivision of a 2-acre property for condominium purposes to allow private sale and ownership of the live/work units.

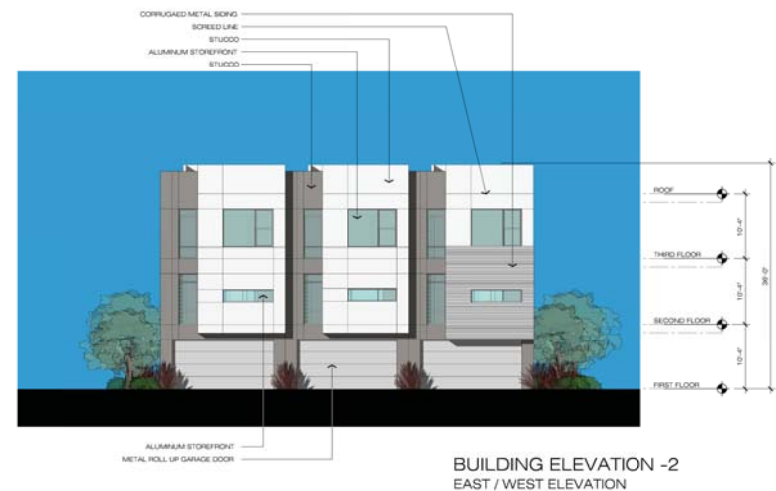
Architectural Features

The proposed architecture is a modern design of stucco with corrugated metal siding and panel windows. The proposed colors are grays, whites, and earthen tones conveying a commercial or light industrial artisan village theme. Projections are included to maximize floor space on the upper floors and give building articulation, as are texture and color changes throughout the Project's design. Glass and aluminum roll-up garage doors are also included in the building design. Private open spaces in the form of balconies or decks and rooftop areas are proposed. Elevations of the proposed buildings are provided in Exhibits 2-6a thru 2-6d.

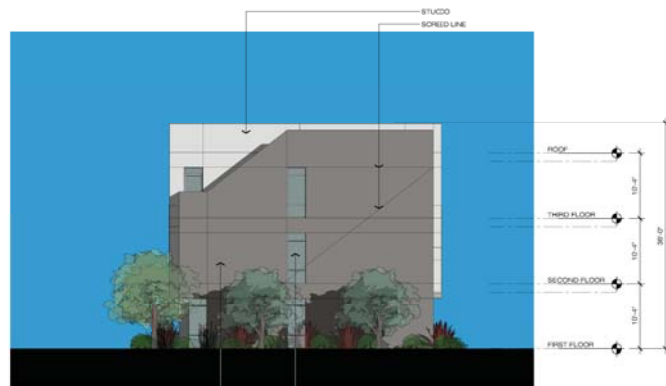
Development Standards

Site Coverage/ Floor Area Ratio. The proposed 1.00 FAR is consistent with the Urban Plan requirements, which results in 21.15 dwelling units per acre density.

Open space. The minimum required open space for live/work units is 10 percent; the Project provides 22 percent common open space including a central picnic area and a small basketball court. In addition, each unit includes a private balcony and roof deck.



Source: Withee Malcolm Architects, LLP, September 19, 2012.



BUILDING ELEVATION -4
NORTH / SOUTH ELEVATION



BUILDING ELEVATION -3
NORTH / SOUTH ELEVATION



BUILDING ELEVATION -2
EAST / WEST ELEVATION



BUILDING ELEVATION -1
EAST / WEST ELEVATION

Source: Withee Malcolm Architects, LLP, September 19, 2012.



BUILDING ELEVATION -4
EAST ELEVATION



BUILDING ELEVATION -2
NORTH ELEVATION



BUILDING ELEVATION -3
WEST ELEVATION

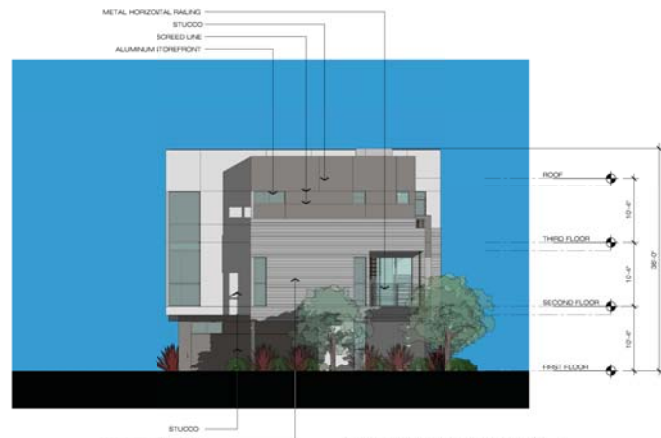


BUILDING ELEVATION -1
SOUTH ELEVATION

Source: Withee Malcolm Architects, LLP, September 19, 2012.



BUILDING ELEVATION -4
NORTH ELEVATION



BUILDING ELEVATION -3
SOUTH ELEVATION



BUILDING ELEVATION -2
WEST ELEVATION



BUILDING ELEVATION -1
EAST ELEVATION

Source: Withee Malcolm Architects, LLP, September 19, 2012.



Side and Rear Yard Setbacks. Since the Project site is not abutting residential uses, a zero setback is allowed for the side and rear yard. The proposed site plan includes 5.0-foot setbacks on the sides and 11-foot setback at the rear.

Site Access

The Project proposes to retain the existing primary and secondary access points providing on-site circulation and two points of access to the property. Primary site access would continue to be provided via the existing unsignalized full-access driveway at the southeasterly Project frontage on the Newport Boulevard frontage road. The internal driveways providing access to the proposed units are designed as 20- to 25-foot wide private drives. Secondary emergency site access would continue to be provided via the existing 21-foot wide easement/driveway at the site's northern corner.

Parking

Parking would be provided within enclosed two-car garages for the individual units and surface parking spaces for guests. A total of 120 onsite surface parking spaces are proposed. The typical drive aisle is 20 feet for two-way traffic and 25 feet for garages to allow vehicular mobility throughout the site.

VESTING TENTATIVE TRACT MAP NO. 17501

Vesting Tentative Tract Map No. 17501 (TTM 17501) is proposed to create a single lot for condominium purposes; refer to Exhibit 2-7, Vesting Tentative Tract Map. TTM 17501 also dedicates various easements, including easements for ingress and egress.

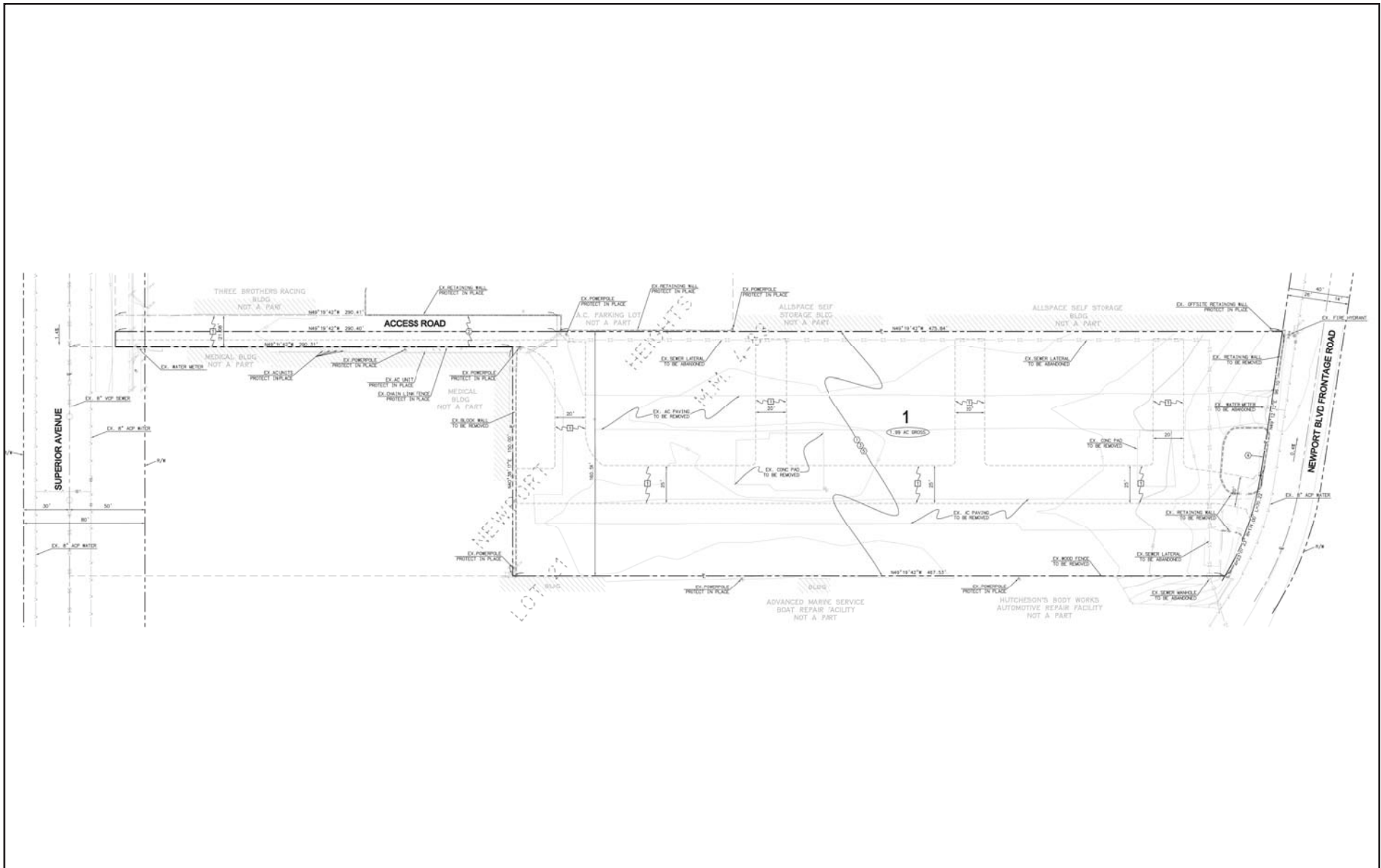
DEVIATIONS FROM DEVELOPMENT STANDARDS

The proposed project includes the following deviations:

- A deviation from the parking design standards (20' x 20' required, 19' x 18'-6" proposed); and
- A deviation from the minimum work space requirement (250 SF required, 190 SF proposed).

The Project proposes garages with interior dimensions of 19' x 20' and 18' 6" x 19'. CMMC Section 20.40.090, *Parking Standards for Residential Uses*, specifies that the minimum interior dimensions for parking spaces in residential zoning districts with lot widths of 40 feet or more is 20 by 20 feet. Therefore, the Applicant is requesting approval of deviations from development standards, in order to allow a deviation from the required minimum garage dimensions. Unit B provides additional space within the garage for the water heater and storage of trash and recycling carts in addition to the 19' x 20' feet of space.

Additionally, the Mesa West Urban Plan includes a requirement for a minimum 250 square foot work space in a live/work unit. The proposed units do not meet this minimum requirement, and a deviation is requested.



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CONSTRUCTION ACTIVITIES AND GRADING PLAN

The Project proposes to relocate the mobilehomes to an off-site location to be determined independently by each mobilehome owner. The homes would be moved offsite via the driveway at the southeasterly Project frontage, along the Newport Boulevard frontage road.

According to the Preliminary Grading Plan (August 13, 2012), construction activities would require the export of approximately 4,000 cubic yards of soil. A Construction Access and Circulation Plan will be submitted to ensure that the construction traffic will not impact the public roadways in proximity to the site and the vicinity.

2.5 PROJECT PHASING

The Project is estimated to be constructed over approximately 18 months, beginning approximately December of 2013 and ending approximately June 2015.

The Costa Mesa City Council will hold a hearing for the Mobilehome Park Closure Impact Report on December 4, 2012. The Project is being processed simultaneous with the Mobilehome Park Closure Impact Report's review. However, relocation of the park residents would occur as part of the Closure Impact Report, and thus, prior to and independent of the Project. The three existing buildings, as well as the associated concrete pads, utilities, etc., remaining on the property after closure of the park, would be removed as part of the Project, consistent with the construction schedule specified above.

2.6 PROJECT APPROVALS

The City of Costa Mesa, as Lead Agency for the Project, has discretionary authority over the primary Project proposal. In order to implement this Project, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- Planning Commission approval of the Initial Study/Mitigated Negative Declaration;
- Approval of the Anchor Live/Work Master Plan, a mixed-use development allowing a hybrid live and work space in the same unit;
- Approval of Deviations from the standard garage dimensions (20' x 20' required, 18' 6" x 19' proposed) and minimum size requirements for work space areas;
- Approval of Vesting Tentative Tract Map 17501 for a one-lot subdivision for condominium purposes;
- Demolition Permits for on-site utilities and any other structures, as applicable;
- Grading & Building Permits to grade and construct the Project;



***Anchor Live/Work Project
Initial Study/Mitigated Negative Declaration***

- Site Plan approval from the Costa Mesa Fire Department; and
- On-site and off-site utility plans and any improvements within the public right-of-way.



3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. Project Title:	Anchor Live/Work Project 1527 Newport Boulevard
2. Lead Agency Name and Address:	City of Costa Mesa Development Services Department 77 Fair Drive, Costa Mesa, California 92626
3. Contact Persons and Phone Number:	Ms. Minoo Ashabi, AIA Senior Planner Tel: 714.754.5245 E-mail: Minoo.Ashabi@costamesaca.gov
4. Project Location:	1527 Newport Boulevard, City of Costa Mesa, County of Orange
5. Project Sponsor's Name and Address:	Intracorp Companies Mr. Ryan Granito, Project Manager 4041 Mac Arthur Boulevard, Suite 250 Newport Beach, California 92660
5. General Plan Designation:	General Commercial and Light Industrial
7. Zoning:	General Business and General Manufacturing, 19 West Mixed-Use Zone Overlay District,
8. Description of the Project:	Refer to <u>Section 2.6, Project Characteristics</u> .
9. Surrounding Land Uses and Setting:	Refer to <u>Section 2.2, Environmental Setting</u> .
10. Other public agencies whose approval is required (e.g., permits).	<ul style="list-style-type: none">• South Coast Air Basin• Santa Ana Regional Water Quality Control Board – Region 8



3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

	Aesthetics		Land Use and Planning
	Agriculture and Forest Resources		Mineral Resources
✓	Air Quality	✓	Noise
	Biological Resources		Population and Housing
	Cultural Resources		Public Services
✓	Geology and Soils		Recreation
	Greenhouse Gas Emissions		Transportation/Traffic
✓	Hazards and Hazardous Materials		Utilities and Service Systems
✓	Hydrology and Water Quality	✓	Mandatory Findings of Significance



3.3 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0, *Environmental Analysis*, have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

A handwritten signature in blue ink, reading "Claire L. Flynn".

City of Costa Mesa
Agency

Ms. Claire Flynn, AICP
Assistant Development Services Director

November 20, 2012
Date



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4.0 ENVIRONMENTAL ANALYSIS

Sections 4.1 through 4.18 analyze the potential environmental impacts associated with the Project. The environmental issue areas that are evaluated are:

- Aesthetics;
- Agriculture and Forest Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation/Traffic;
- Utilities and Service Systems; and
- Mandatory Findings of Significance.

The environmental analysis in the following sections is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Costa Mesa in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant With Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

The following is a discussion of potential Project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.



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4.1 AESTHETICS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

4.1.a. Have a substantial adverse effect on a scenic vista?

No Impact. There are no General Plan-identified scenic vistas/views located in the Project area. Therefore, Project implementation would not have any effect on a designated scenic vista/view. Additionally, views of streetscapes along Newport Boulevard would not be obstructed due to the frontage road that adjoins the property and separates Newport Boulevard from the site, proposed setbacks, heights of the surrounding structures/buildings, and urban (light industrial and commercial) development in the area.

Mitigation Measures: No mitigation is required.

4.1.b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project site is not located along a designated State scenic highway.¹ Aside from ornamental landscaping, there are no protected tree species on the property. No historic buildings or rock outcroppings are located at the Project site; refer to Response 4.5.a. Therefore, Project implementation would not damage scenic resources within a state scenic highway.

Mitigation Measures: No mitigation is required.

4.1.c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The existing visual character of the Project site is defined by the existing mobilehome/recreational vehicle park. The existing visual character of the surrounding area is defined by the light industrial uses along Superior Avenue, the commercial uses along the frontage road, and SR-55/Newport Boulevard. The area does not exhibit a distinct architectural character and there is no

¹ State of California, Department of Transportation, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, Accessed October 16, 2012.



uniformity of architectural styles. No unique or scenic visual resources exist on the Project site or in its surroundings.

A project is generally considered to have a significant visual/aesthetic impact if it substantially changes the character of the project site such that it becomes visually incompatible or visually unexpected when viewed in the context of its surroundings.

The Project site is located in a mature industrial/commercial area. The Project involves construction of a 40-unit, three-story, attached live/work development in place of a mobilehome/recreational vehicle park. Eleven buildings containing between three and four attached units would be constructed. Project implementation would introduce a mid-rise scale to the existing mature industrial neighborhood. Therefore, the proposed development would be dissimilar in scale and character to the site's surroundings. However, Project implementation would enhance the character of the surrounding area through quality architectural design in place of mobilehomes/recreational vehicles. The proposed buildings would be constructed in a modern design with flat roofs, stucco walls, corrugated metal siding, and large panel windows. The proposed colors include grays, whites, and earthen tones conveying a commercial or light industrial artisan village theme. Projections are included, in order to provide building articulation, and texture and color changes are emphasized throughout the Project's design. Glass and aluminum roll-up garage doors are also included in the building design. *Exhibit 4.1-1, Perspective – Newport Boulevard Frontage Road*, illustrates the buildings proposed at the southeast portion of the property, as viewed from the Newport Boulevard frontage road. Additionally, the retaining and block walls located along the site's northeast and northwest boundaries would be retained, and a new block wall would be provided along the southwest boundary, in order to screen the Project from the existing industrial uses, enhance the future residents' privacy, and create a community identity.

As previously noted, the Project site is located within the 19 West Urban Plan. The 19 West Urban Plan's emphasis is on improving the area by providing visual enhancement and encouraging the development of mixed-use urban villages along specified areas. To this end, the 19 West Urban Plan's objectives include to:

- Encourage commercial/residential mixed-use development that combines residential and nonresidential uses in a single building (vertical mixed-use development);
- Stimulate improvement in the 19 West Urban Plan area through well-designed and integrated urban residential development that is nontraditional in form and design;
- Promote new type of urban housing that would be target-marketed to people seeking alternative housing choices in an industrial area; and
- Encourage the design and development of urban residential structures reflecting the urban character of the surrounding area both in the interior and exterior design.

In furtherance of these objectives, the Project would provide a mixed-use nontraditional development that includes urban housing in a commercial/light industrial artisan village theme. Thus, Project implementation would enhance and revitalize the character of the surrounding area.



Source: Withee Malcolm Architects, LLP, September 19, 2012.

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ANCHOR LIVE/WORK PROJECT • 1527 NEWPORT BOULEVARD

Perspective – Newport Boulevard Frontage Road

Exhibit 4.1-1



The Project site is within a Mixed-Use Overlay District, thus, is subject to compliance with the provisions of CMMC Article 11, *Mixed-Use Overlay District*. According to CMMC Section 13-83.50, CMMC Article 11 is intended to ensure that “the appearance of buildings is complementary to the existing architectural character of the area in which they are located and that on-site residential and nonresidential uses are compatible.” To this end, CMMC Section 13-83.54, *Mixed-Use Development Standards*, specifies the development regulations for mixed-use developments. The land use regulations for allowable mixed-use development are, however, activated by a Master Plan. The development regulations specified in CMMC Article 11 would be superseded by those contained in the 19 West Urban Plan and Mesa West Bluffs Urban Plan for live/work development, as applicable. Therefore, the proposed development would be subject to compliance with the development standards and requirements specified in the 19 West Urban Plan. Namely, the proposed development would be reviewed for consistency with the 19 West Urban Plan regarding standards that influence the site’s visual character, including those relative to density/intensity [FAR], building height, maximum lot coverage, minimum open space, setbacks, signage, and landscaping, among others. The proposed Master Plan would be reviewed through the City’s discretionary review process, in order to verify compliance with the 19 West Urban Plan standards, as well as relevant CMMC Article 11 standards.

Therefore, although the proposed development would substantially alter the visual character of the Project site and is dissimilar to the surrounding industrial/commercial land uses, the development meets the objectives of the Urban Plan by enhancing and revitalizing the site through a live/work development. The visual changes would not degrade the visual character or quality of the site or its surroundings. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.1.d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact.

Light Impacts

There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Depending upon the location of the light source and its proximity to adjacent light sensitive uses, light introduction can be a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. Light spillage is typically defined as unwanted illumination from light fixtures on adjacent properties.

The Project site is located within a mature commercial/industrial area. Existing lighting conditions in the Project area include light emanating from building and mobilehome/recreational vehicle interiors and light from exterior sources associated with the mobilehome park and the surrounding light industrial and commercial land uses, as well as nearby street lighting. There are no land uses sensitive to light and glare (i.e., schools and residential uses) located in the Project’s immediate vicinity.



The proposed live/work development would involve commercial uses on the ground floor and residential uses on the 2nd and 3rd floors. The proposed development would create new sources of light due to light emanating from building interiors and light from exterior sources (e.g., building illumination, security lighting, and landscape lighting). There are no light-sensitive receptors located in the Project's immediate vicinity. However, the proposed residential uses are considered light-sensitive and could be exposed to lighting from the existing surrounding commercial/industrial uses and/or the Project's future commercial uses. Given the height and proximity of the residential units, the City considers building mounted lighting to be adequate for site lighting, except at the secondary access. Mitigation Measure AES-1 requires that site lighting be building mounted or include shields for focused lighting, in order to mitigate potential light impacts from the Project's commercial uses. Standard Condition SC 4.1-1 requires preparation of a Lighting Plan and Photometric Study, in order to demonstrate that the proposed lighting meets minimum security lighting requirements and minimizes light/glare to residents.

Additionally, the proposed development would be subject to lighting regulations specified in the 19 West Urban Plan, as well as those specified CMMC Article 11. According to the 19 West Urban Plan (page 16), "pedestrian-oriented lighting fixtures" should be used to enhance the aesthetic quality and distinguish the area. Additionally, "Carpinteria" style ornamental street lighting is recommended for the 19 West Urban Plan area; refer to 19 West Urban Plan page 23. CMMC Article 11 specifies the following regarding lighting:

- CMMC Section 13-83.53: A project must be consistent with the compatibility standards for residential development in that it provides adequate protection for residents from excessive light and glare (as well as noise, odors, vibration, and toxic emanations). This includes the new residents of this development.
- CMMC Section 13-83.54: Regarding the design features of the nonresidential component, the mixed-use development is required to incorporate lighting (as well as parking areas, service areas, buffers, entrances, exits, yards, courts, landscaping, and graphics) as integrated portions of the overall mixed-use development.
- CMMC Section 13-83.55: Outdoor lighting associated with light industrial/commercial uses should not adversely impact adjacent residential uses, but should provide sufficient illumination for use, access, and security. Such lighting should not blink, flash, or oscillate.

Compliance with the Urban Plan and CMMC standards, Standard Condition SC 4.1-1, and Mitigation Measure AES-1 would reduce the proposed commercial uses' potential spill-over light impacts on residential uses to less than significant.

As previously noted, the proposed residential uses could be exposed to lighting from the existing surrounding commercial/industrial uses. Most of the lighting from the existing uses would be shielded by building masses. Additionally, Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential annoyances/inconveniences (such as spill over lighting) associated with industrial land uses. Compliance with Standard Condition SC 4.1-2 would reduce the existing commercial/industrial uses' potential spill-over light impacts on residential uses to less than significant.



Glare Impacts

Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building façades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The proposed architecture is a modern design of stucco in grays, whites, and earthen tones, with corrugated metal siding and panel windows. The Project would involve primarily nonreflective façade treatments and the minimization of unrelieved glass surfaces. Additionally, the Project would be subject to compliance with CMMC Section 13-83.53, which specifies that a project must be consistent with the compatibility standards for residential development in that it provides adequate protection for residents from excessive light and glare. Compliance with the CMMC would ensure that the Project would not create a new source of substantial glare that would adversely affect daytime views in the area. A less than significant impact would occur in this regard.

Standard Conditions:

SC 4.1-1 Prior to the issuance of Building Permits, the Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

- The mounting height of lights on light standards shall not exceed 18 feet in any location on the Project site unless approved by the Development Services Director.
- The intensity and location of lights on buildings shall be subject to the Development Services Director's approval.
- All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency.
- Lighting design and layout shall limit spill light to no more than 0.5 footcandle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on site.
- Glare shields may be required for select light standards.

SC 4.1-2 A "Notice to Buyers" shall disclose that the Project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses. The Notice shall disclose the existing surrounding industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation. In addition, the Notice shall state that the existing land use characteristics are subject to change in the event that new businesses move or existing businesses change ownership. The Buyer's Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to recordation. The Buyer's Notice shall serve as written notice of the then existing noise environment and any odor generating uses within the mixed-use development and within a 500-foot radius of the mixed use development, as measured from the legal property lines



***Anchor Live/Work Project
Initial Study/Mitigated Negative Declaration***

of the development lot. The Buyer's Notice shall be remitted to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.

Mitigation Measures: No mitigation is required.



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4.2 AGRICULTURE AND FOREST RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</i>				
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

4.2.a. ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. The Project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is developed with a mobilehome/recreational vehicle park. Thus, Project implementation would not result in the conversion of farmland to non-agricultural use.

Mitigation Measures: No mitigation is required.

4.2.b. ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The Project site is zoned General Business. The Project site and surrounding lands are not zoned for agricultural use or part of a Williamson Act Contract. Therefore, Project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

Mitigation Measures: No mitigation is required.



- 4.2.c. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. The Project site is zoned General Business. Project implementation would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

Mitigation Measures: No mitigation is required.

- 4.2.d. *Result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. The Project site is developed with a mobilehome/recreational vehicle park. Thus, Project implementation would not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation Measures: No mitigation is required.

- 4.2.e. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

No Impact. The Project site is developed with a mobilehome/recreational vehicle park and there are no agricultural or forest uses in the vicinity. Therefore, Project implementation would not involve changes in the existing environment that could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

Mitigation Measures: No mitigation is required.



4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

4.3.a. Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the *2007 Air Quality Management Plan for the South Coast Air Basin* (2007 AQMP) means that a project is consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards. According to the SCAQMD *CEQA Air Quality Handbook*, in order to determine consistency with the 2007 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the Project result in an increase in the frequency or severity of existing air quality violations?*

Based on the air quality modeling analysis contained in this report, there would not be significant localized long-term operational impacts. Mitigated emissions generated during Project operations would not exceed the SCAQMD's localized significance threshold (LST) criteria, and therefore, it is unlikely that Project development would increase the frequency or severity of existing air quality violations in the Project's immediate vicinity. The LST analysis demonstrates that Project operations would not cause a localized exceedance of air quality standards; refer to Impact Statement AQ-4. Therefore, the Project is not projected to contribute to the exceedance of any air pollutant concentration standards, and would be consistent with the 2007 AQMP for the first criterion.



b) Would the Project cause or contribute to new air quality violations?

The Project would result in long-term operational emissions that would be below the SCAQMD regional and local thresholds. Therefore, Project operations would not cause or affect a violation of the ambient air quality standards.

c) Would the Project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

The Project would result in less than significant impacts with regard to long-term regional and localized pollutant concentrations during operations. As such, the Project would not delay the timely attainment of air quality standards or 2007 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining a project's consistency focuses on whether or not the project exceeds the assumptions utilized in preparing the forecasts presented in the 2007 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2007 AQMP involves the evaluation of the three criteria outlined below.

a) Would the Project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?

A project is consistent with the 2007 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2007 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Costa Mesa 2000 General Plan (General Plan)*, SCAG's *Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG)*, and SCAG's *2012 Regional Transportation Plan (RTP)*. The RTP also provides socioeconomic forecast projections of regional population growth. The Project site is located within the City's 19 West Urban Plan. 19 West Urban Plan Figure 9B identifies the Project site as "General Business" within a "Mixed Use Overlay District" boundary. This designation allows for mixed uses, including live/work units. Thus, the Project is consistent with City-wide plans for population growth at the Project site. The Project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City and are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into the 2007 AQMP, it can be concluded that the Project would be consistent with the projections.



b) Would the Project implement all feasible air quality mitigation measures?

The Project would result in less than significant air quality impacts with regard to Project operations. Additionally, all feasible mitigation measures have been incorporated (Mitigation Measure AQ-1). As such, the Project meets this 2007 AQMP consistency criterion.

c) Would the Project be consistent with the land use planning strategies set forth in the AQMP?

The Project involves an infill development, located within an urbanized portion of the City. The Project site is in proximity to transit and a mix of uses. The Project would not conflict with City of Costa Mesa or SCAG policies.

In conclusion, the determination of 2007 AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the Basin. The Project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the Project would be consistent with the 2007 AQMP goals and policies for control of fugitive dust. As discussed above, the Project is an infill development, and its long-term influence would also be consistent with the 2007 AQMP goals and policies.

Mitigation Measures: No mitigation is required.

4.3.b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Construction Emissions

Construction activities would involve demolition, site preparation, grading, paving, building construction, and architectural coatings. The Project would be constructed over approximately 18 months, beginning in December of 2013. Construction activities would disturb approximately 1.89 acres and would require the export of approximately 4,000 cubic yards of soil.

Table 4.3-1, Construction Air Emissions, depicts the construction emissions associated with the Project. Emitted pollutants would include ROG, CO, NO_x, PM₁₀, and PM_{2.5}. ROG emissions would be greatest during the paving and architectural coating phases of construction. The largest amount of CO and NO_x emissions would occur during the earthwork phase. PM₁₀ and PM_{2.5} emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The Project would be required to adhere to standard SCAQMD regulations, such as implementing SCAQMD Rule 403 (required by Mitigation Measure AQ-1) which would reduce fugitive dust emissions. As depicted in Table 4.3-1, construction-related emissions would not exceed the established SCAQMD thresholds for criteria pollutants.



Table 4.3-1
Construction Air Emissions

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2013						
Unmitigated Emissions	6.81	54.27	31.93	0.07	21.01	12.61
Mitigated Emissions ^{2,3}	6.81	54.27	31.93	0.07	14.08	6.93
SCAQMD Thresholds	75	100	550	150	150	55
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
2014						
Unmitigated Emissions	12.83	48.84	34.64	0.07	20.42	5.71
Mitigated Emissions ^{2,3}	12.83	48.84	34.64	0.07	13.82	3.82
SCAQMD Thresholds	75	100	550	150	150	55
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
2014						
Unmitigated Emissions	12.44	26.66	23.86	0.05	2.76	1.74
Mitigated Emissions ^{2,3}	12.44	26.66	23.86	0.05	2.76	1.74
SCAQMD Thresholds	75	100	550	150	150	55
Is Threshold Exceeded After Mitigation?	No	No	No	No	No	No
Notes: 1. Emissions were calculated using CalEEMod, as recommended by the SCAQMD. 2. The reduction/credits for construction emission mitigations are based on mitigation included in the CalEEMod model and as typically required by the SCAQMD through Rule 403. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. 3. Refer to <u>Appendix A, Air Quality Emissions Data</u> , for assumptions used in this analysis.						

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified using the California Emissions Estimator Model (CalEEMod). It is noted that CalEEMod accounts for the implementation of the SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, in the reported unmitigated emissions.¹ Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. Based on the CalEEMod results, construction of the Project would not result in an exceedance of the ROG emissions threshold. Compliance with Mitigation Measure AQ-1 would ensure adherence to SCAQMD standard regulations and reduce construction-related emissions to a less than significant level.

¹ South Coast Air Quality Management District Website, http://www.aqmd.gov/rules/reg/reg11_tofc.html, Accessed on October 18, 2012.



Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be no impact in this regard.

Long-Term (Operational) Emissions

Long-term air quality impacts would consist of mobile source emissions generated by Project-related traffic and stationary source emissions generated by Project-related electrical energy and natural gas demands. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

As previously discussed, the Basin is a nonattainment area for Federal and State air quality standards for PM₁₀, PM_{2.5}, and O₃. NO_x and ROG are regulated O₃ precursors. A precursor is defined as a directly emitted air contaminant that, when released into the atmosphere, forms or causes to be formed, or contributes to the formation of, a secondary air contaminant for which an ambient air quality standard has been adopted. Project-generated vehicle emissions have been estimated using the CalEEMod model; refer to [Appendix A](#) for model data and assumptions.

The Project site consists of a 43-unit mobilehome/recreational vehicle park. The Project would replace these mobilehome units with 40 live/work units. According to the Project's *Traffic Generation Memorandum*, the Project would generate a net increase of 453 daily trips. [Table 4.3-2, Long-Term Operational Air Emissions](#), presents the anticipated mobile source emissions. As shown in [Table 4.3-2](#), unmitigated emissions generated by vehicle traffic associated with the Project would not exceed the



established SCAQMD thresholds. Therefore, impacts from vehicle emissions would be less than significant.

**Table 4.3-2
Long-Term Operational Air Emissions**

Source ²	Estimated Annual Average Emissions (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
EXISTING EMISSIONS						
Area Sources	5.84	0.25	17.97	0.03	2.29	2.29
Energy Sources	0.03	0.22	0.10	0.00	0.02	0.02
Mobile Sources	1.36	2.77	13.02	0.02	2.47	0.18
Total Existing Emissions	7.23	3.24	31.09	0.05	4.78	2.49
PROPOSED EMISSIONS						
Area Sources	6.73	0.24	16.64	0.03	2.13	2.13
Energy Sources	0.03	0.28	0.13	0.00	0.02	0.02
Mobile Sources	3.39	6.34	30.67	0.06	6.97	0.50
Total Proposed Emissions	10.15	6.86	47.44	0.09	9.12	2.65
Net Increase Over Existing	2.92	3.62	16.35	0.04	4.34	0.16
SCAQMD Threshold	55	55	550	150	150	55
Is Threshold Exceeded? (Significant Impact)	No	No	No	No	No	No
Notes:						
1 – Based on CalEEMod modeling results, worst-case seasonal emissions for area and mobile emissions have been modeled.						
Refer to Appendix A, <i>Air Quality Emissions Data</i> , for assumptions used in this analysis.						

Stationary Source Emissions

Stationary source emissions would be generated due to an increased demand for electrical energy and natural gas with development of the Project. This assumption is based on the supposition that those power plants supplying electricity to the site are utilizing fossil fuels. Electric power generating plants are distributed throughout the Basin and western United States, and their emissions contribute to the total regional pollutant burden. The primary use of natural gas by the proposed land uses would be for combustion to produce space heating, water heating, other miscellaneous heating, or air conditioning, consumer products, and landscaping. As indicated in *Table 4.3-2*, stationary source emissions from the Project would not exceed SCAQMD thresholds. Thus, impacts from area source emissions would be less than significant. Moreover, the Project is subject to compliance with Standard Condition SC 4.3-1, which requires compliance with Title 24 of the California Code of Regulations.

Standard Condition:

SC 4.3-1 The Project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The Project Applicant shall incorporate the following in building plans:



- Solar or low emission water heaters shall be used with combined space/water heater units;
- Double paned glass or window treatment for energy conservation shall be used in all exterior windows;
- Building shall be oriented north/south where feasible.

Mitigation Measures:

AQ-1 Prior to issuance of any Demolition or Grading Permit, the City Engineer and the Chief Building Official shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;



- Visible dust beyond the property line which emanates from the Project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and
- Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 3114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall coordinate with the appropriate City of Costa Mesa Engineer on hauling activities compliance.

4.3.c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact With Mitigation Incorporated. The SCAQMD neither recommends quantified analysis of cumulative construction or operational emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. However, if an individual development project generates operational emissions that exceed the SCAQMD recommended daily thresholds, project-specific impacts would also cause a cumulative considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

With respect to the Project's construction air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2007 AQMP pursuant to Federal Clean Air Act mandates. As such, the Project would comply with SCAQMD Rule 403 requirements and implement all feasible mitigation measures. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the Project site's property line. In addition, the Project would comply with adopted 2007 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, implementation of all feasible mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

Cumulative Construction Impacts

As indicated in *Table 4.3-1*, mitigated construction activities for the Project would not exceed SCAQMD thresholds. Compliance with SCAQMD rules and regulations, as well as implementation of Mitigation Measure AQ-1, would reduce the Project's construction-related impacts to a less than significant level. Thus, it can be reasonably inferred that the Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.



Cumulative Long-Term Impacts

As discussed previously and depicted in *Table 4.3-2*, the Project would result in less than significant air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. Therefore, cumulative operational impacts associated with Project operations would be less than significant.

Mitigation Measures: Refer to Mitigation Measure AQ-1.

4.3.d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. Sensitive receptors near the Project site include surrounding residences approximately 114 meters to the east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing air toxics, as well as localized significance thresholds for construction and operations impacts (stationary sources only). Additionally, a carbon monoxide hot-spot analysis was performed for the analysis of localized mobile source impacts.

Air Toxics

The Project would introduce residential uses (sensitive receptors) to an industrial area that emits exhaust emissions from mobile and stationary sources. The SCAQMD conducted microscale air quality monitoring at 14 locations throughout the Basin, including the City of Costa Mesa, in 1998 to measure the toxic air quality concentrations. The results of the monitoring showed that there are no Toxic Hot Spots within the City and that the concentrations within Costa Mesa are below the Basin average. However, new sources of toxic pollutants and diesel exhaust emissions could be located within the adjacent industrial land uses at some future date. Therefore, the proposed residential uses could be exposed to potentially significant pollutant concentrations. Mitigation Measure AQ-3 requires that all residences be equipped with a ventilation system that will properly filter the indoor air. Compliance with Mitigation Measure AQ-3 will reduce health risks associated with pollutant concentrations to a level of insignificance.

Localized Significance Thresholds (LST)

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any



project over five acres perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The Project is located within Source Receptor Area (SRA) 18, North Coastal Orange County.

Based on the SCAQMD guidance on applying CalEEMod to LSTs, the Project would disturb approximately 1.89 acres; therefore, the LST thresholds for two acres were utilized for the construction LST analysis. The closest sensitive receptors to the Project site are residential uses located to the east, across Newport Boulevard. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses are approximately 114 meters east of the Project site, the construction LST values were linearly interpolated. Table 4.3-3, Localized Significance of Emission – Proposed Land Plan, shows the construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 18. Mitigated construction emissions are presented, as unmitigated emissions would exceed the LSTs for construction. As shown in Table 4.3-3, mitigated construction emissions would not exceed the LSTs for SRA 18. Therefore, localized significance impacts from Project construction would be less than significant with implementation of Mitigation Measure AQ-1.

For Project operations, the two-acre threshold was utilized. As the nearest sensitive uses are approximately 114 meters east of the Project site, the operational LST values were linearly interpolated. As seen in Table 4.3-3, operational emissions are far below the LSTs, and a less than significant impact would occur in this regard.

Carbon Monoxide Hotspots

The SCAQMD requires a quantified assessment of CO hotspot when a project increases the volume to capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hotspots are typically produced at intersection locations.

As previously noted, the Project proposes 40 live/work units in place of a 43-unit mobilehome/recreational vehicle park. The Project's *Trip Generation Memorandum* indicates that the Project would result in a net increase of 453 daily trips. Due to the negligible traffic generation associated with the Project, no traffic impacts were identified in the *Trip Generation Memorandum*. Therefore, the Project would not require a CO hotspot analysis, as the Project would not be capable of worsening the LOS at any nearby intersection. Thus, impacts in regards to CO hotspots would be less than significant.



Table 4.3-3
Localized Significance of Emissions

Source	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction				
2013 (Site Preparation)				
Total On-Site Unmitigated Emissions	54.15	30.68	20.73	12.59
Total On-Site Mitigated Emissions	54.15	30.68	10.38	6.91
Localized Significance Threshold	142.64	1,661.26	38.78	13.96
Thresholds Exceeded?	No	No	No	No
2014 (Grading)				
Total On-Site Unmitigated Emissions	39.26	23.59	8.09	5.28
Total On-Site Mitigated Emissions	39.26	23.59	4.59	3.39
Localized Significance Threshold	142.64	1,661.26	38.78	13.96
Thresholds Exceeded?	No	No	No	No
2015 (Building + Architectural Coating)				
Total On-Site Unmitigated Emissions	24.46	19.23	1.60	1.60
Total On-Site Mitigated Emissions	24.46	19.23	1.60	1.60
Localized Significance Threshold	142.64	1,661.26	38.78	13.96
Thresholds Exceeded?	No	No	No	No
Operational				
Stationary Source Emissions	0.52	16.77	2.15	2.15
Localized Significance Threshold	142.64	1,661.26	9.84	3.56
Thresholds Exceeded?	No	No	No	No
Note: 1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction, the total acreage for operational, the distance to sensitive receptors, and the source receptor area (SRA 18).				

Mitigation Measures: Refer to Mitigation Measure AQ-1 and the following:

- AQ-3 Prior to issuance of Building Permits, the Building Plans shall demonstrate that all residences are equipped with a mechanical ventilation system that will properly filter the indoor air. The ventilation system can be a component of the air conditioning system, with the distinction being that clean, ventilated air flow does not necessarily need coolant. The ventilation system shall be effective with all doors and windows closed. Additionally, the ventilation system shall have a filtration efficiency of at least 90 percent and the ability to remove particulate matter with diameters equal to or greater than 0.5 micron.



4.3.e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact.

Short-Term Project Construction

Construction activities associated with the Project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon Project completion. Any impacts to existing adjacent land uses would be short-term and are considered less than significant.

Long-Term Project Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the SCAQMD as being associated with odors. Additionally, these types of land uses are not located in the Project's vicinity. Notwithstanding, the Project site is located within a mature commercial/industrial area. The proposed residential uses could be exposed to odors from the existing surrounding commercial/industrial uses. Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential annoyances/inconveniences (such as odors) associated with industrial land uses. Therefore, impacts are less than significant.

Standard Condition: Refer to Standard Condition SC 4.1-2 above.

Mitigation Measures: No mitigation is required.



4.4 BIOLOGICAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

4.4.a. *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. The Project involves removal of a mobilehome/recreational vehicle park and in its place, construction of a live/work development. The Project site and its surroundings are fully developed/disturbed and biological resources are not present. Therefore, Project implementation would not impact:

- Either directly or through habitat modifications, any plant or wildlife species identified as a candidate, sensitive, or special status;
- Any riparian habitat or other sensitive natural community;
- Federally protected wetlands or other jurisdictional waters; or



- Interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Mitigation Measures: No mitigation is required.

4.4.b. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

No Impact. Refer to Response 4.4.a.

Mitigation Measures: No mitigation is required.

4.4.c. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. Refer to Response 4.4.a.

Mitigation Measures: No mitigation is required.

4.4.d. *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. Refer to Response 4.4.a.

Mitigation Measures: No mitigation is required.

4.4.e. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. The Project site does not contain any protected biological resources or tree species that are considered sensitive. Project implementation would not conflict with any local policies or ordinances protecting biological resources.

Mitigation Measures: No mitigation is required.



4.4.f. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The City of Costa Mesa is not within the jurisdiction of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, Project implementation would not conflict with the provisions of an approved local, regional, or state habitat conservation plan.

Mitigation Measures: No mitigation is required.



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4.5 CULTURAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?			✓	
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d. Disturb any human remains, including those interred outside of formal cemeteries?			✓	

4.5.a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

No Impact. The City's historic and cultural resources are illustrated on General Plan EIR Exhibit 4.10-1, *Properties that Meet the Standards for Listing in the National Register*, and outlined in General Plan EIR Table 4.10-1, *Historic Resources Inventory*. The mobilehome/recreational vehicle park is not identified as a historically/culturally significant resource. Additionally, the mobilehomes and other structures that exist on the property do not qualify as a historical resource pursuant to CEQA Guidelines. Therefore, Project implementation would not cause a substantial adverse change in the significance of a historical resource.

Mitigation Measures: No mitigation is required.

4.5.b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact. Ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface archaeological resources. However, the Project site consists of, and is surrounded by, urban/developed land that has been permanently altered due to the construction of below and aboveground improvements (i.e., buildings, parking lots, roads, hardscapes, and utilities). Additionally, the Project site has already been subject to extensive disruption and contains artificial fill materials; refer to Response 4.6.b. Given the highly disturbed condition of the site, the potential for Project implementation to impact an as yet unidentified archeological resource is considered remote. Notwithstanding, the Project would be subject to compliance with Standard Condition SC 4.5-1, which provides direction, in the event archeological resources are unearthed during Project subsurface activities. Therefore, Project implementation would result in a less than significant impact involving an adverse change in the significance of an archaeological resource.



Standard Condition:

SC 4.5-1 In the event that archeological resources are archaeological materials are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.

Mitigation Measures: No mitigation is required.

4.5.c. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact. As noted above, the Project site has already been subject to extensive disruption and contains artificial fill materials. Additionally, there is no evidence unique geologic features present on the Project site. Given the highly disturbed condition of the site, the potential for Project implementation to impact an as yet unidentified paleontological resource is considered remote. Notwithstanding, the Project would be subject to compliance with Standard Condition SC 4.5-2, which provides direction, in the event paleontological resources are unearthed during Project subsurface activities. Therefore, Project implementation would result in a less than significant impact involving the potential destruction of a paleontological resource.

Standard Condition:

SC 4.5-2 In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a PRIMP for the review and approval by the City prior to resuming excavation activities.

Mitigation Measures: No mitigation is required.

4.4.d. *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. The probability that construction of the Project would impact any human remains is remote, given the degree of past disturbance of the site, as it is developed with a mobilehome/recreational vehicle park. In the event that human remains are encountered during earth removal or disturbance activities, the California Health and Safety Code Section 7050.5 requires that all activities cease immediately and a qualified archaeologist and Native American monitor be contacted immediately. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section



7050.5 and Public Resources Code Section 5097.98), as required by Standard Condition SC 4.5-3, would reduce potential impacts involving disturbance to human remains would be less than significant.

Standard Condition:

SC 4.5-3 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Mitigation Measures: No mitigation is required.



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4.6 GEOLOGY AND SOILS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?		✓		
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?		✓		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

A Geotechnical Engineering Investigation was prepared for the Project site¹ by Coast Geotechnical, Inc. (*Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California, May 22, 2006*); refer to [Appendix B, Geotechnical Engineering Investigation](#). The purpose of the Geotechnical Investigation was to evaluate the Project site soil conditions and provide preliminary geotechnical engineering conclusions and recommendations.

4.6.a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

4.6.a.1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely along active faults,

¹ This Investigation was prepared for a four-story commercial building with subterranean parking and multiple two-story residential structures, however, its data and conclusions remain pertinent to the Project.



and typically occurs during earthquakes of magnitude five or higher. Ground rupture only affects the area immediately adjacent to a fault.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The Project site is not affected by a State-designated AP Earthquake Fault Zone.² Additionally, the Geotechnical Investigation concluded that the secondary effects of strong ground shaking, such as surface rupture, are not considered probable.³ Therefore, Project implementation would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault.

Mitigation Measures: No mitigation is required.

4.6.a.2. Strong seismic ground shaking?

Less Than Significant With Mitigation Incorporated. Southern California is considered a seismically active region. Moderate to strong earthquakes can occur on numerous local faults. Southern California faults are classified as: active; potentially active; or inactive. Faults from past geologic periods of mountain building but do not display any evidence of recent offset, are considered "inactive" or "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 1,000 years are known as "active faults." No known active faults traverse the Project site. The nearest known active fault to the Project site is the Newport-Inglewood Fault located approximately one mile to the southwest; refer to Geotechnical Investigation Plate 3.

The principal seismic hazard to the subject property is strong ground shaking from earthquakes produced by local faults. It is likely that the subject property will be shaken by future earthquakes produced in Southern California. A moderate to large magnitude earthquake on a regional fault could cause moderate to severe seismic shaking in the City, thus exposing people or structures on the Project site to potential substantial adverse effects, including the risk of loss, injury, or death. The possibility of moderate to high ground acceleration or shaking in the City may be considered as approximately similar to the Southern California region, as a whole. The intensity of ground shaking on the Project site would depend upon the magnitude of the earthquake, distance to the epicenter, and the geology of the area between the epicenter and the Project site. The Project site is assigned to Zone 4, soil profile Sd. The Newport Inglewood Fault, which is the near source fault to the Project site, is a Type B⁴ fault with a magnitude of 6.9. Based on these factors, the Geotechnical Investigation makes recommendations regarding the seismic design parameters

² State of California, Department of Conservation California Geological Survey Website, *Regional Geologic & Hazards Mapping Program - Alquist-Priolo Earthquake Fault Zoning Act*, <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx>, Accessed October 9, 2012.

³ Coast Geotechnical, Inc., *Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California*, May 22, 2006, Page 4.

⁴ Faults which are known to be slipping (and therefore seismogenic) but lack sufficient information to fully model how close they might be to rupture are classified as Type B.



that should be utilized in building design. The seismic design parameters are intended to prevent collapse during strong ground shaking.

Numerous controls would be imposed on the proposed development through the permitting process. Pursuant to CMMC Section 5-1, *Construction Codes Adopted*, the City has adopted various codes, including the 2010 Edition of the California Building Code, for the purpose of “prescribing regulations for erecting, construction, enlargement, alteration, repair, improving, removal, conversion, demolition, occupancy, equipment use, height, and area of buildings and structures.” According to Standard Condition 4.6-1, the Project is subject to compliance with the requirements of the California Code of Regulations. Also, the provisions of the various Codes specified in CMMC Section 5-1, as amended by the City, constitute the City’s “Building Regulations.” Therefore, the City would regulate the proposed development (and lessen potential seismic and geologic impacts) through compliance with the City’s Building Regulations, as well as the Alquist-Priolo Earthquake Fault Zoning Act and local land use policies. Additionally, the Geotechnical Investigation concluded development of the site is considered feasible from a soils and geologic engineering standpoint, provided that the recommendations stated therein are incorporated into the design and are implemented in the field.⁵ Therefore, the effects of strong ground shaking would be sufficiently mitigated for the proposed development, since it would be designed and constructed in conformance with the City’s Building Regulations, current engineering standards, and the Geotechnical Investigation’s recommendations; refer to Mitigation Measure GEO-1. Compliance with the City’s Building Regulations, Standard Condition 4.6-1, and Mitigation Measure GEO-1 would ensure that Project implementation would result in a less than significant impact due to the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking.

Standard Condition:

SC 4.6-1 The Project shall comply with the requirements of the California Code of Regulations, Title 24, also known as the 2007 California Building Standards Code, as amended by the City of Costa Mesa.

Mitigation Measures:

GEO-1 Each of the recommendations specified in the *Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California* (Coast Geotechnical, Inc., May 22, 2006) shall be incorporated into the Project’s design considerations, plans, and job specifications.

4.6.a.3. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. The soil can lose its ability to support structures, flow down even very gentle slopes, and erupt to the ground surface to form sand boils. Many of these phenomena are

⁵ Coast Geotechnical, Inc., *Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California*, May 22, 2006, Page 5.



accompanied by settlement of the ground surface — usually in uneven patterns that damage buildings, roads, and pipelines. The three factors that are required for liquefaction to occur are:

1. Loose, granular sediment - typically “made” land and beach and stream deposits that are young enough (late Holocene) to be loose.
2. Saturation of the sediment by groundwater (water fills the spaces between sand and silt grains).
3. Strong ground shaking – areas have to be shaken hard enough for susceptible sediment to liquefy.

The California Geological Survey produces seismic hazard maps as part of the Seismic Hazards Zonation Program that identify zones of required investigation for liquefaction (and earthquake-induced landslides). The liquefaction zones are areas where historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements such that mitigation would be required. According to the Seismic Hazard Zones Map – Newport Beach Quadrangle (Liquefaction Zone Released April 17, 1997), the Project site is not mapped as being in a liquefaction zone of required investigation.⁶ According to the Geotechnical Investigation, the site is judged not to be prone to liquefaction, due to shallow bedrock conditions and deep groundwater table, thus, the secondary effects of strong ground shaking, such as liquefaction, are not considered probable.⁷ Therefore, Project implementation would result in a less than significant impact due to the exposure of people or structures to potential substantial adverse effects involving liquefaction. Notwithstanding, the City would regulate the proposed development (and further minimize any potential liquefaction hazard) through compliance with the City’s Building Regulations. Additionally, the Project must comply with Standard Condition SC 4.6-1, which requires compliance with the California Building Code, and Standard Condition SC 4.6-2, which requires preparation of a Geotechnical Investigation and a final written report.

Standard Condition: Refer also to Standard Condition SC 4.1-1 above.

SC 4.6-2 Prior to the issuance of Grading Permits, the Project Applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of on-site soils to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.

Mitigation Measures: No mitigation is required.

⁶ State of California, Department of Conservation California Geological Survey Website - Geologic & Hazards Mapping Program, http://gmw.consrv.ca.gov/shmp/html/pdf_maps_so.html, Accessed October 10, 2012.

⁷ Coast Geotechnical, Inc., Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California, May 22, 2006, Page 4.



4.6.a.4. Landslides?

No Impact. Due to the level topography, landslides are not anticipated to occur on the Project site. The Seismic Hazard Zones Map illustrates the earthquake-induced landslide zones, which are areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical, and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation would be required. According to the Seismic Hazard Zones Map – Newport Beach Quadrangle (Landslide Zone Released April 15, 1998), the Project site is not mapped as being in an earthquake-induced landslide zone of required investigation. Therefore, Project implementation would not expose people or structures to potential substantial adverse effects involving landslides.

Mitigation Measures: No mitigation is required.

4.6.b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Exploratory borings were conducted on the Project site, as part of the Geotechnical Investigation. The earth materials encountered within the borings were classified as artificial fill, terrace deposits, and bedrock, and described below (refer also to Appendix B Boring Logs, Plates B through G).

Artificial fills (Af) consisted of red brown silty clayey sand, with varying amounts of gravel. The fills were moist and generally loose to medium dense. The fill soil was encountered to depth of about two feet below existing grade.

Native terrace deposits (Qtm) underlie the artificial fills and consisted of orange brown to yellow brown and light gray clayey silty sand, silty clay and silty to clean sand with minor shells, moist to damp. The sands were generally dense with the clays stiff.

Bedrock encountered was assigned to the Capistrano formation (Tc) and consisted of white, light gray, orange and yellow-tan, weakly to non-cemented sandstone with interlayered siltstone, damp to wet and generally dense. Bedrock was encountered about 20 to 23 feet below existing grades of the site.

The site's topography slopes down slightly to the southeast, with onsite elevations at approximately 92 feet above mean sea level at the northern corner and approximately 86 feet above mean sea level at the southern corner. The site's drainage patterns are consistent with the existing drainage pattern. The site is elevated at the rear and is draining toward Newport Boulevard. The Project proposes to remove the mobilehome/recreational vehicle park, including concrete pads, etc., and in its place construct an attached live/work development. Project implementation would result in ground-disrupting activities such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, all of which would temporarily disturb soils. The exposure of previously covered soils during these activities could lead to increased on-site erosion and off-site sediment transport, because disturbed soils are susceptible to higher rates of erosion from wind, rain, and runoff of dewatering discharge or dust control water than undisturbed soils.



Earth-disturbing activities associated with Project construction could result in substantial soil erosion or the loss of topsoil. As concluded in Response 4.9.a, the Project would be subject to compliance with the National Pollutant Discharge Elimination System (NPDES) permitting process, since one or more acres of soil would be disturbed; refer also to Standard Condition 4.6-3. Following compliance with NPDES regulatory requirements, Project implementation would result in a less than significant impact involving soil erosion or the loss of topsoil.

Standard Condition:

SC 4.6-3 The Project shall comply with the NPDES requirements, as follows:

- Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
- Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
 - Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsediment pollutants, and potential pollutants in non-storm water discharges;
 - Describe post-construction BMPs for the project;
- Explain the maintenance program for the project's BMPs;
- List the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The Project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

Mitigation Measures: No mitigation is required.

4.6.c. *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to Responses 4.6.a.2 and 4.6.a.3 above for discussions of potential impacts related to liquefaction and earthquake-induced landslides, respectively. As the site is relatively level, there is no potential for landslides or slope instabilities. Additionally, as the Project site has a low potential for liquefaction, the potential for lateral spreading is also low. Following compliance with the City's Building Regulations pursuant to Standard Condition 4.6-1, Project implementation would not expose people or structures to potential substantial adverse effects involving unstable geologic units or soils.



Standard Condition: Refer to Standard Condition SC 4.6-1 above.

Mitigation Measures: No mitigation is required.

4.6.d. *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2007), creating substantial risks to life or property?*

Less Than Significant With Mitigation Incorporated. Results of expansion tests conducted as part of the Geotechnical Investigation indicate that the near surface soils have a low to very high expansion potential. Therefore, the proposed development could be located on expansive soils, creating substantial risks to life or property. According to the Geotechnical Investigation, the “high recommendations” specified in Plate A of Appendix B (Expansive Soil Recommendations) should be considered in building design. The effects of expansive soils would be sufficiently mitigated for the proposed buildings, since they would be designed and constructed in conformance with the City’s Building Regulations pursuant to Standard Condition SC 4.6-1 and the Geotechnical Investigation’s recommendations; refer to Mitigation Measure GEO-1. Compliance with the Building Regulations and GEO-1 would ensure that Project implementation would not create substantial risks to life or property from expansive soils.

Standard Condition: Refer to Standard Condition SC 4.6-1 above.

Mitigation Measures: Refer to Mitigation Measure GEO-1.

4.6.e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Project does not propose the use of septic tanks. The Project would connect to the existing City sanitary sewer system for wastewater disposal.

Mitigation Measures: No mitigation is required.



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4.7 GREENHOUSE GAS EMISSIONS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

4.7.a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO₂) per year.¹ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, methane (CH₄), and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂eq)² concentration is required to

¹ California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004, 2006*.

² Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO₂eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from a proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.³ This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the CEQA Guidelines Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (Proposed CEQA Guidelines Section 15064.4(a)(1) and (2)).

SCAQMD Thresholds

On December 5, 2008, the SCAQMD adopted GHG significance thresholds for Stationary Sources, Rules, and Plans where the SCAQMD is lead agency. The threshold uses a tiered approach. The Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For industrial stationary source projects, the SCAQMD adopted a screening threshold of 10,000 metric tons (MT) CO₂eq per year. This threshold was selected to capture 90 percent of the GHG emissions from these types of projects where the combustion of natural gas is the primary source of GHG emissions. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. Tier 4 consists of three

³ Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.



decision tree options. Under the first option, the Project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the second option, the Project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the third option, the Project would be excluded if it met sector based performance standards. However, the specifics of the Tier 4 compliance options were not adopted by the SCAQMD board, in order to allow further time to develop the options and coordinate with CARB's GHG significance threshold development efforts. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

While not adopted by the SCAQMD Board, the guidance document prepared for the stationary source threshold also suggested the same tiered approach for residential and commercial projects with a 3,000 MTCO₂eq per year screening threshold. However, at the time of adoption of the industrial stationary source threshold, the SCAQMD felt additional analysis was required along with coordination with CARB's GHG significance threshold development efforts.

At the November 2009 meeting of the SCAQMD GHG working group, SCAQMD staff presented two options for screening thresholds for residential and commercial projects. The first option would have different thresholds for specific land uses. The proposed threshold for residential projects is 3,500 MTCO₂eq per year, the commercial threshold is 1,400 MTCO₂eq per year, and the mixed-use threshold is 3,000 MTCO₂eq per year. The second option would apply the 3,000 MTCO₂eq per year screening threshold for all commercial/residential projects. Lead agencies would be able to select either option. These thresholds are based on capturing 90 percent of the emissions from projects and requiring them to comply with the higher tiers of the threshold (i.e., performance requirements or GHG reductions outside of the project) to not result in a significant impact.

SCAQMD staff also presented updates for compliance options for Tier 4 of the significance thresholds. The first option would be a reduction of 23.9 percent in GHG emissions over the base case. This percentage reduction represents the land use sector portion of the CARB Scoping Plan's overall reduction of 28 percent. This target would be updated as the AB 32 Scoping Plan is revised. The base case scenario for this reduction still needs to be defined. Residual emissions would need to be less than 25,000 MTCO₂eq per year to comply with the option. Staff proposed efficiency targets for the third option of 4.6 MTCO₂eq per year per service population (population employment) for project level analysis and 6.6 MTCO₂eq per year for plan level analyses. For project level analyses, residual emissions would need to be less than 25,000 MTCO₂eq per year to comply with this option.

At the most recent meeting of the SCAQMD GHG working group, SCAQMD staff recommended extending the 10,000 MTCO₂eq per year industrial project threshold for use by all lead agencies. The two options for land-use thresholds were reiterated with a recommendation that lead agencies use the second, 3,000 MTCO₂eq per year threshold for all non-industrial development projects. Staff indicated that they would not be recommending a specific approach to address the first option of Tier 4, Percent Emissions Reduction Target. For the third option of Tier 4, SCAQMD staff re-calculated the recommended Tier 4 efficiency targets for project level analyses to 4.8 MTCO₂eq per year in 2020 and 3.0 MTCO₂eq per year in 2035. The recommended plan level analysis efficiency target remains 6.6 MTCO₂eq per year for 2020, but was lowered to 4.1 MTCO₂eq per year for 2035. SCAQMD staff also stated that they are no longer proposing to include a 25,000 MTCO₂eq per year maximum emissions requirement for compliance with Tier 4. Staff



indicated that they hoped to bring the proposed GHG significance thresholds to the board for their December 2010 meeting; however, this did not occur.

For the Project, the 3,000 MTCO₂eq per year non-industrial screening threshold is used as the significance threshold, in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the *CEQA Guidelines*.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The Project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct Project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. The CalEEMod model relies upon trip data within the project's *Traffic Generation Memorandum* and project specific land use data to calculate emissions. The Project site consists of a 43-unit mobilehome/recreational vehicle park. The Project would replace these units with 40 live/work units. Therefore, *Table 4.7-1, Estimated Greenhouse Gas Emissions*, presents the estimated CO₂, N₂O, and CH₄ emissions of the Project, as well as the existing uses for informational purposes. The CalEEMod computer model outputs are contained within *Appendix A, Air Quality and Greenhouse Gas Emissions Data*.

Direct Project-Related Sources of Greenhouse Gases

- *Construction Emissions*. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.⁴ As indicated in *Table 4.7-1*, the Project would result in 23.03 MTCO₂eq/yr (amortized over 30 years), which represents a total of 691.03 MTCO₂eq from construction activities.
- *Area Source*. Area source GHG emissions associated with Project operations would directly result in 30.21 MTCO₂eq/yr; refer to *Table 4.7-1*.
- *Mobile Source*. The CalEEMod model relies upon trip data within the *Traffic Generation Memorandum* and Project specific land use data to calculate mobile source emissions. The Project would directly result in 751.73 MTCO₂eq/yr of mobile source-generated GHG emissions; refer to *Table 4.7-1*.

Indirect Project-Related Sources of Greenhouse Gases

- *Energy Consumption*. Energy Consumption emissions were calculated using the CalEEMod model and Project-specific land use data. Electricity would be provided to the Project site via the

⁴ The Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (<http://www.aqmd.gov/hb/2008/December/081231a.htm>).



Southern California Edison system. The Project would indirectly result in 179.10 MTCO₂eq/year due to energy consumption; refer to Table 4.7-1.

- Water Demand. The Project operations would result in a demand of approximately 4.2 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 31.62 MTCO₂eq/year; refer to Table 4.7-1.
- Solid Waste. Solid waste associated with Project operations would result in 15.88 MTCO₂eq/year; refer to Table 4.7-1.

**Table 4.7-1
Estimated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ eq
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ²	Metric Tons/yr ¹	Metric Tons of CO ₂ eq ²	
Existing Emissions						
Area Source	31.97	0.02	0.42	0.00	0.09	32.48
Mobile Source	273.89	0.01	0.21	0.00	0.10	274.20
Energy	107.55	0.00	0.18	0.00	0.48	108.21
Water Demand	16.35	0.09	0.90	0.00	1.66	18.91
Waste	4.02	0.24	4.98	0.00	0.00	9.00
Total Existing Emissions	433.78	0.36	6.69	0.00	2.33	442.80
Proposed Emissions						
Construction (total of 691.03 MTCO ₂ eq which would be amortized over 30 years)	22.99	0.00	0.04	0.00	0.00	23.03
Area Source	29.74	0.01	0.21	0.00	0.26	30.21
Mobile Source	751.09	0.03	0.58	0.00	0.06	751.73
Energy	177.99	0.01	0.21	0.00	0.90	179.10
Water Demand	27.33	0.14	2.90	0.00	1.39	31.62
Waste	7.08	0.42	8.76	0.00	0.04	15.88
Total Proposed Emissions	1,016.22	0.61	12.7	0.00	2.65	1,031.57
Net Increase Over Existing	582.44	0.25	6.01	0.00	0.32	588.77
GHG Threshold	3,000 MTCO ₂ eq/yr					
Is Threshold Exceeded? (Significant Impact)	No					
Notes: 1. Emissions calculated using CalEEMod computer model. 2. CO ₂ Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed November 2012. 3. Totals may be slightly off due to rounding.						
Refer to Appendix A, <i>Air Quality and Greenhouse Gas Emissions Data</i> , for detailed model input/output data.						



Total Project-Related Sources of Greenhouse Gases

As indicated in Table 4.7-1, the Project's "business as usual" GHG emissions from direct and indirect sources combined would total 1,031.57 MTCO₂eq/yr.

Mitigation Measures: No mitigation is required.

4.7.b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant Impact. No applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions apply to the Project area. Therefore, the Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the Project would not result in substantial construction-related or operational GHG emissions. Additionally, Project implementation would not hinder the State's GHG reduction goals established by AB 32. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.



4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project site by AECOM (Phase I Environmental Site Assessment Anchor Trailer Port 1527 Newport Boulevard Costa Mesa, California, June 11, 2012); refer to Appendix C, Phase I Environmental Site Assessment. Phase I ESAs are intended to identify potential environmental liabilities associated with the presence of hazardous materials, their use, storage, and disposal at and in the vicinity of a property, as well as regulatory non-compliance that may have occurred at a property. The goal of a Phase I ESA is to identify the presence or likely presence of any hazardous substances or petroleum products on a property that may indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum product into the soil, groundwater, or surface water of the property. AECOM's ESA was prepared to conform to the ASTM 1527-05 standard.

4.8.a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through the following: improper handling or use of hazardous materials or hazardous wastes



particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The Project involves a 40-unit, attached live/work development. The secondary activities that would occur at the residential units (e.g., building and landscape maintenance) would involve the use of limited quantities of hazardous materials. Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would be utilized by the proposed residential use. Thus, the Project would increase in the use of household cleaning products and other materials routinely used in building maintenance.

The proposed live/work development would also involve business areas on the ground floors of the units. 19 West Urban Plan Table C, *Land Use Matrix*, outlines the land uses that are permitted and conditionally permitted within the overlay zone's mixed-use developments, and thus, within the business areas of the proposed live/work units. The types of hazardous materials that could be utilized during operation of the future businesses are expected to include cleaning and maintenance products, pesticides and herbicides, paints, and solvents and degreasers. It is not anticipated, due to the nature of the allowable uses and size of work spaces that the future businesses would be associated with industrial types of uses or disposal of hazardous materials in reportable quantities. Also, operation of the future businesses would not require the handling of hazardous or other materials that would result in the production of large amounts of hazardous waste. However, the Project site is located within a mature commercial/industrial area. The surrounding commercial/industrial uses may handle or require disposal of hazardous materials in reportable quantities. Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential issues associated with industrial land uses. Additionally, the existing commercial/industrial uses and future commercial uses would be subject to compliance with existing hazardous materials regulations, and verification of compliance would be monitored by state (e.g., Occupational Safety and Health Administration in the workplace or Department of Toxic Substances Control for hazardous waste) and the local agencies (e.g., the Costa Mesa Fire Department). According to CMMC Title 7 Chapter II, the City adopted the California Fire Code 2010 Edition for the purpose of prescribing regulations governing conditions hazardous to life and property from hazardous materials or explosion (as well as fire). Compliance with existing safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations (i.e., CMMC Title 7 Chapter II, the Resource Conservation and Recovery Act, California Hazardous Waste Control Law, and principles prescribed by the California Department of Health Services, Centers for Disease Control and Prevention, and National Institute of Health) would be required.

Additionally, the future businesses would be reviewed through the City's discretionary review process, upon their request for a permit to operate. The City's review would verify compliance with the 19 West Urban Plan standards pertaining to land use compatibility. The listing of allowable uses provided in 19 West Urban Plan Table C is distinct and customized for mixed-use development projects, in order to minimize the exposure to residents to potential impacts. Overall, the future businesses would be required to comply with applicable laws and regulations that would reduce the risk of hazardous materials use, transportation, and disposal through the implementation of established safety practices, procedures, and reporting requirements, as well as the 19 West Urban Plan. Therefore, Project implementation would result in less



than significant impacts involving the creation of a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Standard Condition: Refer to Standard Condition SC 4.1-2.

Mitigation Measures: No mitigation is required.

4.8.b. *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact With Mitigation Incorporated.

Phase I ESA

The following summarizes the findings of the Phase I ESA:

Site Improvements. The Property is improved with a mobilehome/recreational vehicle park that includes three buildings; refer also to Section 2.0 above. According to the ESA, semi-permanent structures have been erected adjacent to many of the trailers, however, no improvements or facilities of environmental concern, such as underground or aboveground storage tanks, clarifiers, sumps or elevators were observed on the Property.

Current Use of Adjoining Properties. The present land usage of adjacent sites was also observed as part of the ESA, in order to assess their potential to adversely impact the Property. The results of these observations were that the adjacent land uses and their current activities had not adversely affected the subject Property nor did they appear to represent an environmental threat to the subject Property.

Regulatory Records Review. Various regulatory records involving the following were reviewed, as detailed in ESA Section 5.0:

- ASTM E 1527-05 Standard Records and Additional Environmental Records: A search of environmental records was conducted. The environmental regulatory databases that were reviewed as specified for the subject Property and adjacent and nearby properties are listed in ESA Section 5.1.
- Agency Information: The Certified Unified Program Agency (CUPA) for the subject Property (i.e., Costa Mesa Fire Department) and the South Coast Air Quality Management District were contacted.
- Historical Land Use Information on the Property and Adjoining Sites: A search of selected and readily available historical records was performed and interviews were conducted.

Site Inspection. An environmental assessment of the subject Property was conducted to find if current usage or activities on the subject Property have created, or have the potential to create, an environmental impairment to the site.



Interviews. The property owner and others (i.e., site manager and local government officials) were contacted or interviewed.

Asbestos-Containing Materials. Sampling for asbestos-containing materials was not conducted as part of the AECOM ESA. However, one sample of roofing shingle from the electrical shed collected as part of a previous 2008 ESA was not found to be asbestos-containing. Refer to the *Non-ASTM Items* Section below for further discussion regarding asbestos-containing materials.

Lead-Based Paint. Sampling for lead-based paint was not conducted as part of the AECOM ESA. Analysis of three samples of paint collected during the previous 2008 ESA were not found to be lead-based paint. Refer to the *Non-ASTM Items* Section below for further discussion regarding lead-based paint.

Findings and Conclusions. Based upon their review of the information obtained during the course of the environmental assessment of the subject Property, AECOM has formed the following opinions:

- The subject Property and adjacent sites were not found on the Standard Environmental Record sources required to be reviewed under ASTM Standard E1527-05.
- Several sites within 0.5 mile of the subject Property appear on one or more of the other lists provided by various government agencies. While the presence of these properties in the vicinity of the subject Property may constitute an environmental risk to the subject Property, evidence was not found during the course of the assessment, which indicated that the site has been adversely impacted by these properties nor that they represent an imminent threat to the subject Property.
- AECOM's review of historical information sources did not indicate that the subject Property had been subjected to past activities that would represent a potential environmental threat or impact to the subject Property.
- High voltage electrical transformers were not found on the subject Property.

AECOM performed a Phase I ESA of the subject Property in conformance with the scope and limitations of ASTM Standard E 1527-05. AECOM's assessment did not reveal evidence of Historical Recognized Environmental Conditions, Recognized Environmental Conditions, or other potential environmental concerns in connection with the subject Property. Based upon their review of the information presented in the Phase I ESA, and their resulting conclusions, AECOM is of the opinion that further environmental assessment of the subject Property is not warranted at this time.

Non-ASTM Items

Non-ASTM Items include items outside of the scope of work established by ASTM Standard Practice E1527-05, such as asbestos and lead-based paint, that are identified by AECOM and that do not qualify as Recognized Environmental Conditions. These non-ASTM items are further discussed below.

Asbestos-Containing Building Materials. For buildings constructed prior to 1981, the Code of Federal Regulations (29 CFR 1926.1101 and 29 CFR 1910.1001) define presumed asbestos-containing material (PACM) as: 1) Thermal System Insulation (TSI), e.g., boiler insulation, pipe lagging, fireproofing; and 2)



Surfacing Materials, e.g., acoustical ceilings. Typical materials not covered by the presumptive rule include but are not limited to: floor tiles and adhesives; wallboard systems; siding; and roofing.

Three buildings are located on the property: a 600-square foot office building; an approximately 300-square foot restroom/laundry building; and a 200-square foot electrical building. Due to the age of these buildings (constructed in the 1940's) and since only limited sampling was conducted as part of the 2008 ESA, the potential exists for asbestos containing building materials to be present at concentrations that require their removal in accordance with applicable State and local standards and regulations. Prior to demolition activities, removal and/or abatement of asbestos containing building materials would be required to be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department (Mitigation Measure HAZ-1). An asbestos and hazardous materials abatement specification would be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities. The abatement specifications would also serve as the basis for establishing performance-based contracting requirements for the licensed abatement contractor. Additionally, Standard Condition SC 4.8-1 specifies requirements for worker safety while handling ACM. With implementation of the recommended Mitigation Measure HAZ-1 and compliance with Standard Condition SC 4.8-1, potential impacts involving asbestos containing materials would be reduced to less than significant levels.

Lead-Based Paint. Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has 0.1 mg/cm² (5,000 μ g/g or 5,000 ppm) or more of lead by federal guidelines; state and local definitions may differ from the federal definitions. Lead-containing paint (LCP), which may create a lead hazard when being removed, is defined as any paint with any detectable amount of lead present in it. In buildings constructed after 1978, it is unlikely that LBP is present. Structures built prior to 1978 and especially prior to the 1960's should be expected to contain LBP.

Due to the age of the buildings located on the property, and since only limited sampling was conducted as part of the 2008 ESA, the potential exists for lead-based paint materials to be present at concentrations that require their removal in accordance with applicable State and local standards and regulations. If the condition of lead-based paint becomes less than intact, it must be stabilized or abated prior to demolition activities to prevent environmental contamination and worker exposure from lead paint. If the demolition of the structure impacts the LBP material, paint film stabilization of the peeling and flaking paint would be required prior to initiating demolition activities. Implementation of Mitigation Measure HAZ-1 would require the removal and/or abatement of hazardous materials associated with the existing building materials. Additionally, Standard Condition SC 4.8-2 specifies requirements for worker safety while handling LBP. With implementation of recommended Mitigation Measure HAZ-1 and compliance with Standard Condition SC 4.8-2, potential impacts involving LBP would be reduced to less than significant levels.

Surrounding Commercial/Industrial Uses

The Project site is located within a mature commercial/industrial area that includes businesses that use or generate hazardous materials. The existing commercial/industrial uses surrounding the Project site could create a significant hazard to future residents/patrons of the proposed live/work development through upset and accident conditions involving the release of hazardous materials into the environment. The use of hazardous materials is controlled and permitted by the Costa Mesa Fire Department (CMFD), which



conducts Uniform Fire Code inspections of these facilities, regulates these facilities, and otherwise ensures that risks associated with the use of hazardous materials in the community are minimized.

The CMFD has a dedicated hazardous materials response team. In the event of a hazardous materials upset, CMFD is responsible, as a first responder to arrive at the site within three to five minutes. CMFD as a joint powers authority also works with Orange County Fire Authority (OCFA), who provides additional emergency response resources. CMFD has indicated their ability to provide adequate response time to the Project site and surrounding areas. As noted above, compliance with safety standards related to the handling, use, and storage of hazardous materials, and compliance with the safety procedures mandated by applicable federal, state, and local laws and regulations would be required. Additionally, Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential issues associated with industrial land uses.

Overall, compliance with the established regulatory framework, Standard Conditions SC 4.1-2 and 4.8-1, and the specified Mitigation Measures would ensure that Project implementation would create a less than significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Standard Condition: Refer also to Standard Condition SC 4.1-2 above.

- SC 4.8-1 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.
- SC 4.8-2 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

Mitigation Measures:

- HAZ-1 Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement specification shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.
- HAZ-2 Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).



HAZ-3 If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question; and
- Implement required corrective actions, including remediation if applicable.

4.8.c. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. There are no schools located within 0.25 mile of the Project site. The nearest school is Carden Hall Elementary – Junior High School located approximately 0.70 mile to the east, at 1541 Monrovia Avenue in Newport Beach. Additionally, due to the nature of the allowable uses, it is not anticipated that the future businesses would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in reportable quantities. Moreover, the future businesses would be reviewed through the City's discretionary review process, upon their request for a permit to operate. The future businesses would also be required to comply with applicable laws and regulations that would reduce the risk associated with hazardous materials emissions and handling. Therefore, Project implementation would result in less than significant impacts involving hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste.

Mitigation Measures: No mitigation is required.

4.8.d. *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. As concluded in Response 4.8.c above, the subject Property and adjacent sites were not found on the databases that were consulted. Therefore, the Project would not create a significant hazard to the public or the environment associated with a government listing of hazardous materials sites.

Mitigation Measures: No mitigation is required.

4.8.e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The Project site is located approximately six miles south of John Wayne Airport, and outside of the Airport Planning Area, which includes the Runway Protection Zones (Clear Zones) and Safety Zones (as well as the FAR Part 77 Notification Surface and the furthest extent of the 60 CNEL Contour).¹

¹ John Wayne Airport Website, Orange County Land Use Commission, *FAR Part 77 Notification Area for John Wayne Airport Map*, <http://www.ocair.com/commissions/aluc/docs/jwanotf.pdf>, Accessed October 17, 2012.



Therefore, Project implementation would not result in an airport-related safety hazard for people residing or working at the proposed live/work development.

Mitigation Measures: No mitigation is required.

4.8.f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project site is not located within the vicinity of a private airstrip. Therefore, Project implementation would not result in an airstrip-related safety hazard for people residing or working at the proposed live/work development.

Mitigation Measures: No mitigation is required.

4.8.g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Costa Mesa Disaster Plan serves as the City's Emergency Operations Plan (EOP). The EOP provides guidance during emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Plan does not address normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Rather, the EOP analyzes potential large scale disasters that require a coordinated and immediate response. The EOP considers the City's evacuation routes in its planning. General Plan Safety Element Exhibit SAF-9, *Emergency Evacuation Routes*, illustrates the City's emergency evacuation routes and indicates that SR-55/Newport Boulevard, which is located to the southeast, beyond the frontage road that adjoins the property, is a designated emergency evacuation route.

Construction Phase. The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. The Project also involves the relocation of the mobilehomes to an off-site location to be determined independently by each mobilehome owner. The homes would be moved offsite via the driveway at the southeasterly Project frontage along the Newport Boulevard frontage road. As previously noted, Newport Boulevard is a City-designated emergency evacuation route. Therefore, the potential exists that relocation of the mobilehomes would physically interfere with the use of Newport Boulevard as an evacuation route, should a large scale disaster occur simultaneous with relocation of the homes. The relocation of each mobilehome would be subject to compliance with CMMC Title 5 Chapter V Article 2, *Moving of Buildings or Structures*. According to CMMC Section Sec. 5-98, *Housemover's Permit Required*, no person shall move any building or structure or portion thereof over, on, upon, along, or across any street, without a written permit therefore from the Director of Public Services. No Housemover's Permit would be issued or granted unless the following requirements, among others, have been met (CMMC Section 5-98.1, *Requirements for Issuance of Housemover's Permit*):

- (a) An application upon a form furnished by the director of public services shall be filed with fees, if any, as required. It is the intent herein that a separate permit shall be required for each unit of a building or structure to be moved by one conveyance, and the director of public services may, in his discretion, determine the need for additional permits to comply herewith. However, one



application may be used if any combination units to be moved will travel over the same route at or near the same time to the same destination.

- (b) In the event the building or structure to be moved is intended to be relocated within the City, then the Applicant must first secure a Relocation Permit from the Planning Commission pursuant to this chapter, which Relocation Permit shall accompany the application for a Housemover's Permit.
- (e) Applicant shall provide written evidence that the proposed move has been submitted to, and approved by, all public utilities having improvements located in the street(s) where such move is to occur.

Further, each application for a Housemover's Permit must show the following pursuant to CMMC Section 5-98.2, *Contents of Application for Housemover's Permit*:

- (a) The kind of building or structure to be moved.
- (b) The street location or other identifying description to which it is proposed to be moved, and the precise route over, along, across, and upon which such building or structure, section or portion thereof is to be moved.
- (c) The number of sections or units in which the building or structure will be moved.
- (d) The time and date when it is proposed to be moved and within which moving will be completed.
- (e) Description of the real property to which it is proposed to move the building or structure, if to be relocated within the City. Otherwise, merely show City or County area in which same is to be relocated.
- (f) The complete identity and address of the applicant and owner of building or structure.
- (g) The identity or owners of, and complete description of type and number of escort vehicles to be used.

Compliance with CMMC Title 5 Chapter V Article 2 would ensure that relocation of the mobilehomes would result in less than significant impacts involving the physical interference with an emergency evacuation plan. The remaining construction activities, including demolition of remaining concrete pads, utilities, etc., and construction of the proposed live/work development, are not anticipated to interfere with emergency evacuation, since these would occur entirely within the property limits.

Operational Phase. The Project proposes to retain the existing primary and secondary access points. Primary site access would continue to be provided via the existing driveway at the southeasterly Project frontage on the Newport Boulevard frontage road. Secondary emergency site access would continue to be provided via the existing easement/driveway at the site's northern corner. Additionally, the internal driveways that would provide access to the proposed units are designed as 20- to 25-foot wide private drives. The proposed Master Plan would be reviewed through the City's discretionary review process and



by the Costa Mesa Fire Department, in order to verify adequate emergency vehicle access is provided. Therefore, Project implementation would not physically interfere with site access by emergency personnel.

Mitigation Measures: No mitigation is required.

4.8.h. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No Impact. The Project site is located within an urban area and not adjacent to wildlands. Therefore, Project implementation would not expose people or structures to a significant risk involving wildland fires.

Mitigation Measures: No mitigation is required.



4.9 HYDROLOGY AND WATER QUALITY

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓		
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?				✓

4.9.a. *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. Impacts related to water quality range over three different periods:

- During the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- Following Project completion, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.



A reduction of impervious surfaces would be considered a water quality benefit, as impervious surfaces do not allow for rain and runoff to infiltrate into the ground. Infiltration both reduces the amount of flow that is capable of washing off additional pollutants and filter water removing potential pollutants. These changes have the potential to affect long-term water quality.

The Project site consists of a 43-space mobilehome/recreational vehicle park and associated surface parking lot on a 1.99-acre parcel (approximately 86,684 square feet). An estimated 85 percent of the site is covered with impervious surfaces under existing conditions.¹ The existing mobilehomes would be relocated offsite and the remaining structures would be demolished. The Project involves construction of 40-unit live/work development that would include approximately 22 percent open space. Thus, an estimated 78 percent of the site (approximately 67,614 square feet) would be covered with impervious surfaces, as compared to approximately 85 percent under existing conditions. Project implementation would not increase the impervious surfaces onsite, since less of the property would be covered with impervious surfaces under the proposed condition. The reduction of impervious surfaces would be considered a water quality benefit. Notwithstanding, for analysis purposes, it is assumed that the proposed condition would be generally similar to the existing condition with respect to impervious surfaces. Project implementation would result in a net decrease of three dwelling units and the addition of a work component on the site. Thus, the water quality issues of concern would involve storm water and nuisance water runoff associated with the proposed live/work development, due to the new activity associated with the work component.

National Pollutant Discharge Elimination System

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges for construction activities disturbing one acre or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Santa Ana RWQCB (SARWQCB).

Short-Term Construction

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit and mail the appropriate permit fee to the State Water Board.

¹ Written Correspondence: Revere, Patrick, P.E., RBF Consulting, October 22, 2012.



The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP is required to contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. The SWPPP is required to list Best Management Practices (BMPs)² the discharger will use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. The Project would disturb one or more acres, thus, would be required to obtain coverage under the Construction General Permit and prepare a SWPPP, pursuant to Standard Condition 4.6-3.

Additionally, pursuant to CMMC Section 8-32, *Water Quality*, all new development and significant redevelopment within the City must be undertaken in accordance with the Orange County Drainage Area Management Plan (DAMP), including but not limited to the Development Project Guidance; and any conditions and requirements established by the development services department and the public services department which are reasonably related to the reduction or elimination of pollutants in storm water runoff from the Project site. Prior to the City’s issuance of a Grading or Building Permit for the Project, the Development Services Department and Public Services Department would review the plans and impose terms, conditions, and requirements, as needed, in accordance with CMMC Section 8-32. Additionally, the City enforces its Master Plan of Drainage and CMMC Title 15 Chapter III addresses drainage protocols within the City during construction of new projects.

Overall, the Project’s demolition and construction activities would be subject to compliance with NPDES requirements, which include obtaining coverage under the General Construction Permit by filing the Permit Registration Documents (i.e., a NOI and SWPPP, among others), as well as the pertinent provisions of the CMMC. Compliance with the NPDES and CMMC requirements would reduce the Project’s construction-related impacts to water quality to a less than significant level.

Long-Term Operations

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer (drain) systems (MS4s). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations.

The Orange County Flood Control District, the County of Orange, and the City of Costa Mesa, along with 51 other incorporated cities therein (Permittees) discharge pollutants from their MS4s. Storm water and non-storm water enter and are conveyed through the MS4 and discharged to surface water bodies of the

² BMP means any program, technology, process, siting criteria, operational methods or measures, or engineered systems, which when implemented prevent, control, remove, or reduce pollution.



Orange Region. These discharges are regulated under countywide waste discharge requirements contained in Order No. R8-2009-0030 (as amended by Order No. R8-2010-0062), *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County*, which was approved on May 19, 2011. Order No. R8-2009-0030, which serves as an NPDES permit, has expired but remains in effect until the Orange Water Board adopts a new permit.

The Permit requires the development and implementation of a program addressing storm water pollution issues in development planning for private projects. The primary objectives of the municipal storm water program requirements are to: 1) effectively prohibit non-storm water discharges; and 2) reduce the discharge of pollutants from storm water conveyance systems to the MEP (MEP statutory standard). The County Model Water Quality Management Plan (WQMP) was developed as part of the municipal storm water program to address storm water pollution from new Development and Redevelopment by the private sector. This WQMP contains a list of the minimum required BMPs that must be used for a designated project. Additional BMPs may be required by ordinance or code adopted by the Permittees and applied generally or on a case by case basis. The Permittees are required to adopt the Program's requirements in their own water quality regulations. Developers must incorporate appropriate WQMP requirements into their project plans. Each Permittee would approve the project plan as part of the development plan approval process and prior to issuing Grading and Building Permits for projects covered by the model WQMP requirements.

The Model WQMP describes the process for preparing Conceptual or Preliminary WQMPs and final Project WQMPs for certain new development and significant redevelopment projects called "Priority Projects." The Project site is located in the South Orange County (SOC) Permit Area. A project is considered a Priority Project in the South Orange County (SOC) Permit Area, if it results in new development that creates 10,000 square feet or more of impervious surface. This category includes commercial, industrial, residential housing subdivisions, mixed-use, and public projects on private or public property that falls under the planning and building authority or the Permittees. The Project would create approximately 67,614 square feet of impervious surface, thus, would meet the criteria of a Priority Project. As such, in order to mitigate storm water pollution from the proposed development, the Project must prepare a WQMP that specifies the proposed BMPs. Further, as noted above, the proposed development would be undertaken in accordance with the Orange County DAMP; refer to CMMC Section 8-32. Prior to issuance of a Grading or Building Permit for the Project, the Development Services Department and Public Services Department would review the Project plans and impose terms, conditions, and requirements on the Project, as needed. Additionally, the Project would be subject to compliance with the City's Master Plan of Drainage, CMMC Title 15 Chapter III, and Standard Condition 4.9-1, which addresses compliance with the 2003 DAMP.

Overall, the Project would be subject to compliance with the Orange County DAMP, which includes preparation of a WQMP that specifies the proposed BMPs. Compliance with NPDES, DAMP, CMMC, and Standard Condition 4.9-1 requirements would reduce the Project's long-term impacts to water quality to less than significant levels.



Standard Condition: Refer also to Standard Condition 4.6-3 above.

SC 4.9-1 In order to comply with the 2003 DAMP, the proposed Project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.

- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development.
- The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.
- A WQMP shall be maintained updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
- Location of the BMPs shall not be within the public right-of-way.

Mitigation Measures: No mitigation is required.

4.9.b. *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact. According to General Plan EIR Exhibit 4.8-2, *Water Supply Agency Boundaries*, Mesa Consolidated Water District (Mesa Water) supplies water to the Project site. In compliance with legislative requirements, Mesa Water has prepared their 2010 Urban Water Management Plan (UWMP). The UWMP provides information on the present and future water resources and demands, and assesses Mesa Water's water resource needs. According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from wells within the Lower Santa Ana River Groundwater Basin (Orange County Basin) and imported water from Metropolitan Water District of Southern California through Municipal Water District of Orange County.³ Mesa relies on approximately 15,900 acre-feet of groundwater from the Orange County Basin each year. This local source of supply meets approximately 82 percent of Mesa's total annual demand.

³ Malcolm Pirnie, Inc., *Mesa Consolidated Water District 2010 Urban Water Management Plan*, May 2011, Executive Summary Page 2.



As concluded in Response 4.17.d, the Project would result in a less than significant increase in water demand (approximately 23,001 gallons per day). Mesa Water has concluded they are capable of meeting the water demands of their customers in normal, single dry, and multiple dry years between 2015 and 2035.⁴ Further, Mesa Water's groundwater supply is anticipated to significantly increase with completion of the Colored Water Treatment Facility expansion.⁵ Therefore, Project implementation would not substantially deplete groundwater supplies. The Project would not interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, since the site is not located within a groundwater recharge area and would not decrease the site's permeable surface. Project implementation would result in a less than significant impact involving groundwater.

Mitigation Measures: No mitigation is required.

4.9.c. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant With Mitigation Incorporated. The City's storm water collection system includes catch basins, drainage basins, pumping stations, and force mains. The site is generally level and developed with a mobilehome/recreational vehicle park, associated parking lot, and ornamental landscaping. Under existing conditions, stormwater at the site percolates into landscaped areas or drains across the surface parking lot and enters the City-maintained storm drains in adjacent streets bordering the site.

Project implementation would not result in a reduction of impervious surfaces, as concluded above; the proposed conditions would be similar to existing conditions. Landscaping and open spaces are also proposed on-site. Mitigation Measure HYD-1 requires preparation of a detailed Hydrology Study demonstrating that Project implementation would not substantially alter the existing drainage pattern of the site or area. Further, no stream or river traverses the Project site or is located in its vicinity, thus, Project implementation would not result in substantial erosion or siltation on- or off-site.

Mitigation Measures:

HYD-1 Prior to the issuance of any Grading Permit, the Applicant shall:

- Prepare a detailed Hydrology Study, approved by the City Engineer.
- Design all storm drain facilities, approved by the City Engineer, for 25- year storm event protection.
- Design all storm drains in the public right-of-way to be a minimum of 24 inches by City of Costa Mesa requirements and in accordance with the Orange County Local Drainage Manual including a minimum spacing between manholes of 300 feet.

⁴ Ibid.

⁵ Ibid.



- 4.9.d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Less Than Significant Impact. As concluded in Response 4.9.c above, Project implementation would not result in a reduction of permeable surfaces, since the proposed conditions would be similar to existing conditions. Further, no stream or river traverses the Project site or is located in its vicinity. Project implementation would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

CMMC Section 15-64 notes that the City has adopted and has in effect a Master Drainage Plan. The official copy of the Master Drainage Plan is on file in the offices of the City Engineer. The Project's drainage facilities would be subject to compliance with the Master Drainage Plan (pursuant to Standard Condition 4.9-2) and review/approval by the City Engineer. Further, CMMC Section 15-64 establishes a Drainage Fee for development within the City that would require construction of additional drainage facilities. The Drainage Fee would be imposed "on a pro rata, per acre basis, upon any parcel or other piece of property for which an owner, developer or other applicant has requested approval to develop or redevelop, or to construct or reconstruct any structure upon such property, prior to, and as a condition of, approval being granted for such development or construction." The Project would not result in a reduction of impervious surfaces on the site and would be subject to compliance with the CMMC provisions, thus, would result in less than significant impacts.

Standard Condition:

SC 4.9-2 Prior to approval of Plans, the Project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

Mitigation Measures: No mitigation is required.

- 4.9.e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. As concluded in Response 4.9.c above, Project implementation would not reduce permeable surfaces, and the proposed conditions would be similar to existing conditions. Thus, Project implementation would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. Refer also to Responses 4.9.a and 4.9.d.

Mitigation Measures: No mitigation is required.

- 4.9.f. Otherwise substantially degrade water quality?**

Less Than Significant Impact. Refer to Response 4.9.a. above.

Mitigation Measures: No mitigation is required.



4.9.g. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. Flood hazard areas identified on the Flood Insurance Rate Map (FIRM) are identified as a Special Flood Hazard Area (SFHA). A Special Flood Hazard Area is defined as the area that will be inundated by the flood event having a one (1) percent chance of being equaled or exceeded in any given year. The one-percent annual chance flood is also referred to as the base flood or 100-year flood.

The Project site has been placed in Zone X, pursuant to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 0268J, Map No. 06059C0268J.⁶ Zone X (unshaded) is an area of minimal flood hazard. It includes the areas located outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance (or 500-year) flood. The Project is not located within a Special Flood Hazard Area. Therefore, Project implementation would not place housing within a Special Flood Hazard Area.

Mitigation Measures: No mitigation is required.

4.9.h. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. Refer to Response 4.9.g.

Mitigation Measures: No mitigation is required.

4.9.i. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less Than Significant Impact. The Project site is not located within the inundation area of a levee or dam, or the City's coastal areas that are subject to coastal storm surges, according to General Plan EIR Exhibit 4.8-5. Therefore, Project implementation would not expose people or structures to a significant risk involving flooding associated with the failure of a levee or dam, or coastal storm surges.

Mitigation Measures: No mitigation is required.

4.9.j. *Inundation by seiche, tsunami, or mudflow?*

No Impact. A seiche is an earthquake or slide-induced wave that can be generated in an enclosed body of water of any size from swimming pool, to a harbor, or lake. There is no enclosed body of water that is located in the vicinity of the Project site.

A tsunami is a sea wave generated by an earthquake, landslide, volcanic eruption, or even by a large meteor hitting the ocean. An event such as an earthquake creates a large displacement of water resulting in a rise or mounding at the ocean surface that moves away from this center as a sea wave. Tsunamis

⁶ Federal Emergency Management Agency Website, Map Service Center, <https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1>, Accessed October 5, 2012.



generally affect coastal communities and low-lying (low-elevation) river valleys in the vicinity of the coast. Buildings closest to the ocean and near sea level are most at jeopardy. According to General Plan EIR Exhibit 4.8-5, the Project site is not located within an area subject to a seiche, tsunami, or mudflow. According to the California Geological Survey Orange County Tsunami Inundation Maps,⁷ the Project site is not located within a tsunami inundation area.

Potential risk from mudflow (i.e., mudslide, debris flow) does not exist within the Project area, as steep slopes are not located on or in proximity to the Project site.

Therefore, Project implementation would not expose people or structures to potential hazards from inundation by seiche, tsunami, or mudflow. No impact is anticipated.

Mitigation Measures: No mitigation is required.

⁷ State of California, Department of Conservation, Orange County Tsunami Inundation Maps, http://www.quake.ca.gov/gmaps/tsunami/tsunami_maps.htm, Accessed October 17, 2012.



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4.10 LAND USE AND PLANNING

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?			✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

4.10.a. Physically divide an established community?

Less Than Significant Impact. The Project site is located at the southern extent of the City of Costa Mesa, and surrounded by commercial and light industrial uses. The site is occupied by a 43-unit mobilehome/recreational vehicle park. The General Plan Land Use Element recognizes mobilehome parks as a residential community. According to Objective LU-1F, it is the City's intent to "establish policies, standards, and procedures to minimize blighting influences and maintain the integrity of stable neighborhoods." To this end, it is City policy to "protect existing stabilized residential neighborhoods, including mobile home parks (and manufactured housing parks) from the encroachment of incompatible or potentially disruptive land uses and/or activities. The Project involves construction of a 40-unit, attached live/work development in place of the existing mobilehome/recreational vehicle park. Thus, Project implementation would divide the existing mobilehome/recreational vehicle park community. However, as discussed in Response 4.13.c, the Applicant submitted a Closure Impact Report/Relocation Plan to the residents of the Park and the City of Costa Mesa for the closure of the Park, in accordance with California Government Code requirements. The Closure Impact Report is prepared to explain to the residents the options and the relocation mitigation measures available to them and to satisfy state requirements. The Report also addresses the steps taken to mitigate the adverse impact upon the residents who are displaced by the closure of the Park. Thus, division of the existing mobilehome/recreational vehicle park community would be through implementation of the Closure Impact Report.

Additionally, the Project site is located within the 19 West Urban Plan. The 19 West Urban Plan's emphasis is on improving the area by providing visual enhancement and encouraging the development of mixed-use urban villages along specified areas. To this end, the 19 West Urban Plan's objectives include to:

- Provide a Land Use Matrix of allowable uses that recognizes the development potential of the Plan Area and the need to sensitively integrate new development with the surrounding areas;
- Encourage commercial/residential mixed-use development that combines residential and nonresidential uses in a single building (vertical mixed-use development);



- Stimulate improvement in the 19 West Urban Plan area through well-designed and integrated urban residential development that is nontraditional in form and design;
- Promote new type of urban housing that would be target-marketed to people seeking alternative housing choices in an industrial area; and
- Encourage the design and development of urban residential structures reflecting the urban character of the surrounding area both in the interior and exterior design.

In furtherance of these objectives, the Project would provide a mixed-use nontraditional development that includes urban housing in a commercial/light industrial artisan village theme. The Project has been designed to be a desirable live/work environment for the future residents in terms of site features and amenities. Additionally, Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential annoyances/inconveniences (such as odors) associated with industrial land uses. Therefore, impacts are less than significant.

Mitigation Measures: No mitigation is required.

Standard Condition: Refer to Standard Condition SC 4.1-2.

4.10.b. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact.

City of Costa Mesa 2000 General Plan

The Land Use Element of the General Plan directs long-range development in the City by indicating the location and extent of development to be allowed. The General Plan sets forth land use goals, policies, and objectives that guide new development.

According to the City of Costa Mesa General Plan Land Use Map (July 2004),¹ the site's land use designations are General Commercial in the eastern portion and Light Industry in the western portion. The General Commercial designation is intended to permit a wide range of commercial uses, which serve both local and regional needs. The Light Industry designation is intended for a variety of light and general industrial uses. The Land Use Element further notes the following regarding mixed-use development projects:

Mixed-use development projects are intended to provide additional housing opportunities in the City (such as the Westside) by combining residential and nonresidential uses in an integrated

¹ City of Costa Mesa Website, City of Costa Mesa Zoning Map, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=369>, Accessed October 17, 2012.



development..... Mixed-use developments shall be implemented through an adopted urban plan (such as the 19 West Urban Plan) and shall be identified on the City's Zoning Map by designating either the CL, C1 and/or C2 base zoning districts with the mixed-use overlay district. The mix of uses can occur in either a vertical or horizontal design, up to four stories in height. Product types shall be identified in the applicable urban plan and may include live/work units and commercial/residential units where the residential uses are located above or adjacent to the nonresidential component. Nonresidential uses may include office, retail, business services, personal service, public spaces and uses, and other community amenities.

The General Plan identifies the Mixed-Use Overlay Zoning District as a compatible zoning district in the Light Industrial land use designation. Therefore, the General Plan allows mixed-use development and residential development within a mixed-use overlay zone. Redevelopment of the subject property relates to the conversion of marginal nonresidential properties into a mixed-use residential development, and is therefore consistent with the General Plan in this regard.

The Project is further analyzed for consistency with the Costa Mesa General Plan, as follows:

Mix of Uses/Four Story Maximum. The Project involves construction of a 40-unit, three-story, attached live/work development, in compliance with the intended use and building height for the property.

Product Types. The Project includes live/work units with residential uses located above the nonresidential component, in compliance with the intended product types for the property.

Types of Nonresidential Uses. The future businesses that would occupy the proposed live/work units would be subject to compliance with the listing of land uses that are permitted and conditionally permitted within the overlay zone's mixed-use developments. A specific list of allowable land uses (i.e., land use matrix) is to be approved during the entitlement process. As discussed in the *Permitted Land Uses* Section below, the land use matrix shown in Mesa West Bluffs Table C provides a list of permitted and conditionally permitted in mixed-use developments, including live/work units. According to the Mesa West Bluffs Urban Plan, a variety of small-scale services are encouraged with limited larger offices and commercial uses being permitted in ground-level units. No proposed nonresidential uses shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

The following analysis evaluates the Project for consistency with specific goals and objectives of the General Plan Land Use Element. Because of the expansive nature of the General Plan, it cannot be expected that every goal and objective would apply to each project. The following analysis focuses on those issues which are salient for reasons of relevance.

- **Goal LU-1, Land Use:** *It is the goal of the City of Costa Mesa to provide its citizens with a balanced community of residential, commercial, industrial, recreational, and institutional uses to satisfy the needs of the social and economic segments of the population and to retain the residential character of the City; to meet the competing demands for alternative developments within each land use classification within reasonable land use intensity limits; and, to ensure the long term viability and productivity of the community's natural and man-made environments.*



Consistency: The mixed-use Project would provide a live/work development on a site designated for industrial and commercial uses. The project would create a diverse land use in the Project area and provide additional housing opportunities. The infill nature of the Project protects the viability of the natural environment and decreases the need for infrastructure improvements. The Project is consistent with this General Plan goal.

- **Objective LU-1A:** *Establish and maintain a balance of land uses throughout the community to preserve the residential character of the City at a level no greater than can be supported by the infrastructure.*

Consistency: The Project is an infill redevelopment project with live/work uses. As concluded in Sections 4.14, *Public Services*, and Section 4.17, *Utility and Service Systems*, adequate infrastructure would be available to serve the Project. Therefore, the Project is consistent with this General Plan objective.

- **Goal LU-2, Development:** *It is the goal of the City of Costa Mesa to establish development policies that will create and maintain an aesthetically pleasing and functional environment and minimize impacts on existing physical and social resources.*
- **Consistency:** The Project would allow for the redevelopment of property containing an mobile-home park. The on-site vegetation is limited. The Project would enhance the site's visual appearance through implementation of a Landscape Plan. Additionally, the Project would provide a high-quality architectural design to the Project area. Therefore, the Project is supportive of this General Plan goal.
- **Objective LU-2A:** *Encourage new development and redevelopment to improve and maintain the quality of the environment.*

Consistency: As is evidenced throughout this Initial Study review, the Project would not result in significant adverse environmental impacts, with mitigation incorporated. Because the Project is an infill development, it would not result in the loss of any habitat or require extensive infrastructure improvements to provide service to the site. The Project is consistent with this objective.

Based on the analysis presented above, the Project would not conflict with the *General Plan* and a less than significant impact would occur in this regard.

City of Costa Mesa Municipal Code Title 13, *Planning, Zoning, and Development*

According to the Official Zoning Map (July 2004),² the Project site is zoned C2 General Business District and MG General Manufacturing District. Additionally, with adoption of the 19 West Urban Plan, the 19 West Village Mixed-Use Overlay District was applied to the property; refer to *19 West Urban Plan* Section below. CMMC Section 13-20(s) specifies the following regarding the MU Mixed-Use Overlay:

² City of Costa Mesa Website, City of Costa Mesa Zoning Map, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=367>, Accessed October 17, 2012.



This district may overlay the R2-MD, R2-HD, R3, CL, C1, C2, MG, PDR-HD, PDR-MD, or I&R districts, and it is intended to allow development of residential and nonresidential uses as mixed, integrated projects. This overlay district shall only be applied to the zoning map in conjunction with the adoption of an urban plan for the designated area. The urban plan is a regulating plan that shall define the unique characteristics of the overlay area, include a matrix of permitted, conditionally permitted, and prohibited uses and provide development standards. The provisions of the mixed-use overlay shall be activated by adoption of a master plan.

According to the Westside Urban Plan Areas Map,³ the Project site is specifically located within the 19 West Urban Plan. The 19 West Village Mixed-Use Overlay District was applied to the property at the time of the 19 West Urban Plan adoption. The Project entitlements include the 1527 Newport Boulevard Master Plan, among others; refer to Section 2.3, Project Characteristics. Adoption of the proposed Master Plan would activate the provisions of the mixed-use overlay, as specified in the 19 West Urban Plan. Therefore, the Project is analyzed below for consistency with the 19 West Urban Plan.

19 West Urban Plan/Mesa West Bluffs Urban Plan

When activated by an approved Master Plan, the underlying zoning district is superseded by the Urban Plan's zoning regulations (unless otherwise indicated). The development standards that apply for live/work developments are specified in the Mesa West Bluffs Urban Plan and not in the 19 West Urban Plan. Therefore, the Project is subject to compliance with the development standards and regulations specified in Mesa West Bluffs Urban Plan.

Development Standards. The Mesa West Bluffs Urban Plan's mixed-use development standards are provided in Mesa West Bluffs Urban Plan Tables A, A2, and A3. The Project is analyzed for consistency with the specified development standards in Table 4.10-1, Consistency with Live/Work Development Standards. As indicated in Table 4.10-1, the Project is consistent with the relevant live/work development standards.

Permitted Land Uses. According to the Mesa West Bluffs Urban Plan, a variety of small-scale services are encouraged with limited larger offices and commercial uses being permitted in ground-level units. No proposed nonresidential uses shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration. Proposed new development will be required to provide onsite mitigation of impacts associated with surrounding nonresidential land uses. The land use matrix shown in Mesa West Bluffs Table C provides a list of permitted and conditionally permitted in mixed-use developments, including live/work units. This land use matrix provides a distinct listing of allowable uses that is customized for mixed-use developments.

The proposed live/work development would involve business areas on the ground floors of the units. The future businesses would be reviewed through the City's discretionary review process, upon their request for a permit to operate. The City's review would verify whether the future business is permitted or prohibited. Issuance of a Permit (i.e., Minor or Conditional) would ensure consistency.

³ City of Costa Mesa Website, Westside Urban Plan Areas Map, <http://www.costamesaca.gov/index.aspx?page=110>, Accessed October 17, 2012.



**Table 4.10-1
Consistency with Live/Work Development Standards**

Development Standard (Required/Allowed)	Proposed Project	Complies
Lot Area: 1.0 acre	1.99 gross acres/ 1.88 net acres	Yes
Floor Area Ratio: 1.0 FAR	1.00	Yes
Minimum Size of Work Space: 250 square feet (excluding bathroom, kitchen, hallway)	190 square feet (Unit A) 242 square feet (Unit B)	No
Building Coverage <ul style="list-style-type: none"> Buildings: Varies; Paving: Varies; Open Space: 10 percent 	35,100 square feet (43 percent) 29,145 square feet (35 percent) 18,142 square feet (22 percent)	Yes
Building Height <ul style="list-style-type: none"> 4 Stories / 60 Feet (Roof gardens/terraces shall not be considered a story_)	3 stories and roof deck/ 36 feet	Yes
Setbacks <ul style="list-style-type: none"> Distance between buildings: 10 feet Front: 10 feet Side (left/right): 0 feet (interior lot) Rear: 0 feet (not abutting residential/public street) 	10 feet 10 feet 5 feet / 5 feet 11 feet	Yes
Parking, Garage size: 20 feet x 20 feet (inside dimension)	19 feet x 18.5 feet	No
Parking, Tenant: 1 space per unit = 60 spaces	80 garage spaces	Yes
Parking, Guest: 1.5 space per unit = 60 spaces	40 open spaces	Yes

As a live/work development in the 19 West Urban Plan area, the Project requires approval of the proposed 1527 Newport Boulevard Master Plan pursuant to CMMC Title 13, Chapter II, Planning Applications. The Master Plan would be further reviewed through the City's discretionary review process, in order to verify compliance with the 19 West Urban Plan, and thus with CMMC Title 13, Planning, Zoning, and Development. The Project would not conflict with the CMMC and a less than significant impact would occur in this regard. Moreover, the Project would be subject to compliance with Standard Condition 4.1-2, which requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential annoyances/inconveniences associated with industrial land uses such as lighting.

Compatibility with the Surrounding Land Uses

As a mixed-use development in a mature industrial area, the Project's compatibility with the surrounding area must be evaluated. As discussed in Section 2.1, the Project site is located in a highly industrialized area consisting of industrial operations and commercial uses. The Project would introduce a mixed-use development to this industrial portion Costa Mesa, adding new height and scale to the surrounding community. Land use compatibility issues are addressed prior to redevelopment of the project site from designated industrial/commercial uses to a mixed-use development. Land use compatibility between sensitive land uses and existing industrial businesses pertain to industrial business activities in a mature industrial area that would result in potential impacts involving aesthetics, air quality/odors, hazardous materials, and noise. As concluded in Sections 4.1, 4.3, 4.8, and 4.12, respectively, less than significant impacts would occur to the proposed residential uses following compliance with the established regulatory



framework, Standard Conditions, and specified mitigation measures. Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential annoyances/inconveniences associated with industrial land uses. Therefore, the Project would not be incompatible with the surrounding land uses.

Standard Condition: Refer to Standard Condition SC 4.1-2 above.

Mitigation Measures: No mitigation is required.

4.10.c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Refer to Response 4.4.f.

Mitigation Measures: No mitigation is required.



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4.11 MINERAL RESOURCES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

4.11.a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project involves construction of an attached live/work development in place of the mobilehome/recreational vehicle park that exists on the property. There are no known mineral resources on the property. Therefore, Project implementation would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Mitigation Measures: No mitigation is required.

4.11.b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Refer to Response 4.11.a.

Mitigation Measures: No mitigation is required.



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4.12 NOISE

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?		✓		
d. A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m.



The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

STATE OF CALIFORNIA

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

CITY OF COSTA MESA

General Plan

The Noise Element of the *City of Costa Mesa 2000 General Plan (General Plan)* dated January 2002, identifies and evaluates unwanted noise sources in the City, and establishes goals and policies for reducing noise levels in the City. The City has modified the U.S. Department of Housing and Urban Development Guidelines and the State's noise standards in its *General Plan* to serve as the basis for the land use compatibility guidelines presented in Table 4.12-1, Noise and Land Use Compatibility Matrix. Table 4.12-1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. Table 4.12-2, State Interior and Exterior Noise Standards, indicates standards and criteria that specify acceptable limits of noise for various land uses throughout the City.

Municipal Code

CMMC Title 13 Chapter XIII, *Noise Control*, is known as the City's Noise Ordinance, which includes standards and regulations pertaining to noise. The Noise Ordinance establishes outdoor and indoor noise standards, and is designed to control unnecessary, excessive, and annoying sounds generated on one piece of property from impacting an adjacent property, and to protect residential areas from noise sources other than transportation sources. Table 4.12-3, Noise Ordinance Standards, outlines the interior and exterior noise standards for residential uses.



Table 4.12-1
Noise and Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density	50 – 60	60 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	65 – 70	70 – 75	75 – 85
Transient Lodging – Motel, Hotel	50 – 65	65 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 60	60 – 65	65 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	70 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	75 – 85
Playgrounds, Neighborhood Parks	50 – 67.5	NA	67.5 – 75	75 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 67.5	67.5 – 77.5	77.5 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 70	70 – 80	80 – 85	NA
CNEL = community noise equivalent level; NA = not applicable				
<u>Zone A:</u> Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. <u>Zone B:</u> Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. <u>Zone C:</u> Normally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design. <u>Zone D:</u> Clearly Unacceptable. New construction or development should generally not be undertaken.				
Source: City of Costa Mesa 2000 General Plan Table N-3, <i>Noise and Land Use Compatibility Matrix</i> .				



Table 4.12-2
State Interior and Exterior Noise Standards

Land Use Categories		CNEL (dBA)	
Categories	Uses	Interior ¹	Exterior ²
Residential	Single-Family, Duplex, Multiple-Family	45 ³	65 ⁵
	Mobilehome	--	65 ⁴
Commercial, Industrial, Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank, Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Buildings	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms/Playgrounds	45	65
	Church, Library	45	--
Open Space	Parks	--	65
Notes: 1 – Indoor environment including: bathrooms, closets, corridors. 2 – Outdoor environment limited to: Private yard of single-family; multi-family private patio or balcony which is served by a means of an exit from inside the dwelling; balconies six feet deep or less are exempt; mobilehome park; park's picnic area; school's playground. 3 – Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC. 4 – Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL. 5 – The City Noise Ordinance further specifies exterior residential areas in a Mixed-Use Overlay District for live/work and multi-family residential development which are approved pursuant to a Master Plan and which are subject to these exterior noise standards. The City Noise Ordinance specifically states "Exception: For multi-family residential development or live/work units approved pursuant to a master plan in a mixed-use overlay district where the base zoning district is nonresidential, the exterior residential noise environment does not include the following areas: Private balconies or patios regardless of size, private or community roof decks/roof terraces, internal courtyards and landscaped walkways that do not include resident-serving, active recreational uses such as community pool, spa, tennis courts, barbeque, and picnic areas."			
Source: City of Costa Mesa 2000 General Plan Table N-4, <i>State Interior and Exterior Noise Standards</i> .			

Table 4.12-3
Residential Noise Ordinance Standards

Time	Exterior Noise Standards	Interior Noise Standards
7:00 a.m. – 11:00 p.m.	55 dBA	55 dBA
11:00 p.m. – 7:00 a.m.	50 dBA	45 dBA
Source: City of Costa Mesa Municipal Code, Chapter XIII, <i>Noise Control</i> .		



The Noise Ordinance prohibits stationary noise sources to exceed:

- The noise standard for a cumulative period of more than thirty (30) minutes in any hour;
- The noise standard plus five dBA for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

The Noise Ordinance also notes that the exterior standards specified in *Table 4.12-3* should not apply to private balconies or patios, private or community roof decks/terraces, or internal courtyards and landscaped walkways associated with multi-family residential development or live/work units within a mixed-use overlay district where the base zoning district is nonresidential. The Project involves a live/work development within the 19 West Village Mixed-Use Overlay District and the base zoning is C2 General Business District.

CMMC Section 13-279, *Exceptions for Construction*, describes the following exemptions to the Noise Ordinance, which are applicable to the Project:

The provisions of this chapter shall not apply to the following:

- (a) *Emergency machinery, vehicles, or work; or*
- (b) *Construction equipment, vehicles, or work between the following approved hours, provided that all required permits for such construction, repair, or remodeling have been obtained from the appropriate City departments.*

Hours for Construction Activities:

7:00 a.m. – 7:00 p.m., Mondays through Fridays

9:00 a.m. – 6:00 p.m., Saturdays

Prohibited all hours, Sundays and the following specified federal holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

(c) *Waiver procedure. An applicant may request approval of a minor modification for a temporary waiver for construction equipment, vehicles, or work outside these permitted hours. The minor modification may be granted by the development services director or his/her designee. Any temporary waiver shall take into consideration the unusual circumstances requiring construction activity outside the permitted hours and the short-term impacts upon nearby residential and business communities.*

Minor modification findings shall indicate whether or not the extended construction hours will be materially detrimental to the health, safety, and general welfare of persons residing or working within the immediate vicinity of the construction site.

Unless a temporary waiver is approved, construction activity outside the permitted hours shall still be subject to the city's noise regulations.



EXISTING CONDITIONS

Noise Measurements

In order to quantify existing ambient noise levels in the Project area, RBF Consulting conducted three noise measurements on September 6, 2012; refer to [Table 4.12-4, Noise Measurements](#). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken, between 10:30 a.m. and 11:30 a.m., at each site during the day. Short-term (L_{eq}) measurements are considered representative of the noise levels in the Project vicinity.

Table 4.12-4
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Anchor Mobilehome Park	61.0	48.5	74.9	74.2	10:29 a.m.
2	Along Industrial Way near Hutcheson's Body Works	66.2	49.7	86.8	104.3	10:56 a.m.
3	Commercial property situated north of the Project site	58.0	55.8	66.3	95.4	11:06 a.m.
Source: RBF Consulting, Noise Measurements, September 6, 2012.						

Meteorological conditions were clear skies, cool temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 58.0 to 66.2 dBA L_{eq} . Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix A, [Noise Measurement Sheets](#), of [Appendix D, Noise Data](#).

Sensitive Receptors

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. Existing sensitive receptors located in the Project vicinity include residential uses located approximately 530 feet to the north and approximately 375 feet to the east of the Project site.

Stationary Sources

The primary sources of stationary noise in the Project vicinity are those associated with the operations of adjacent industrial and commercial uses.



4.12.a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Construction Impacts

The Project's construction activities would involve relocation of the existing mobilehomes, demolition, site preparation, grading, building construction, paving, and architectural coating. These activities would require the use of equipment such as concrete/industrial saws, tractors, dozers, water trucks, excavators, graders, scrapers, forklifts, cranes, generator sets, welders, pavers, rollers, and air compressors. Table 4.12-5, Maximum Noise Levels Generated by Construction Equipment, indicates the anticipated noise levels of construction equipment based on a distance of 50 feet between the equipment and noise receptor. It is noted that the noise levels identified in Table 4.12-5 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

**Table 4.12-5
Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor ¹	L_{max} at 50 Feet (dBA)
Concrete/Industrial Saw	20	90
Crane	16	81
Dozer	40	82
Excavator	40	81
Forklift	40	79
Generator	50	81
Grader	40	85
Other Equipment (greater than five horse power)	50	85
Paver	50	77
Roller	20	80
Tractor	40	84
Truck	40	80
Welder	40	73
Note: 1 – Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , dated January 2006.		



Pursuant to the City's Noise Ordinance, construction activities are permitted between 7:00 a.m. and 7:00 p.m. on weekdays, between 9:00 a.m. and 6:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays. The nearest occupied sensitive receptors are residential uses located approximately 375 feet east of the Project site, beyond Newport Boulevard. As noise levels from point sources typically attenuate at a rate of 6 dB per doubling of distance, noise levels during construction as a result of construction equipment would be below the noise levels in [Table 4.12-5](#). The noise levels would range from 55.5 to 72.5 dBA L_{max} at the nearest sensitive receptors (which would likely be masked by traffic along Newport Boulevard). Nighttime construction would not be required for the Project. Compliance with the Noise Ordinance regarding the specified hours of construction, pursuant to Standard Condition 4.12-1, would ensure that impacts in this regard would be less than significant.

Long-Term Operational Impacts

If the ambient noise environment is quiet and the new noise source increases the noise exposure, an impact may occur even though a criterion level might not be exceeded. The Project would result in a significant noise impact if a permanent increase in ambient noise levels of 3.0 dB¹ would occur upon Project implementation and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Off-Site Mobile Noise

An off-site traffic noise impact typically occurs when there is a discernible increase in traffic and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dB are often identified as substantial, while changes less than 1 dB are not discernible to local residents. Thus, a project would result in a significant noise impact when a permanent increase in ambient noise levels of 3 dB occurs upon project implementation, and the resulting noise level exceeds the applicable exterior standard at a noise sensitive use.

Based on the *Traffic Generation Memorandum*, the Project would result in a net increase of 453 daily trips. Traffic generally must double in volume to result in a 3 dB increase. Therefore, due to the nominal increase in daily trips, the Project would not result in a 3 dB increase at off-site uses as a result of traffic noise. Impacts in this regard are less than significant.

On-Site Mobile Noise

The Project would result in 40 live/work units at the site. The future residents of the proposed on-site live/work units could be exposed to elevated noise levels from traffic noise along Newport Boulevard. As noted above, implementation of the Project would result in nominal traffic on adjacent roadways, as compared to the existing conditions. The existing daily traffic volume along Newport Boulevard in the Project's vicinity is 55,000 average daily trips. The Federal Highway Administration (FHWA) TNM 2.5 model was used to evaluate the noise impacts from traffic along Newport Boulevard to the future on-site uses; refer to the TNM 2.5 outputs in Appendix B, *Modeling Data*, of [Appendix D, Noise Data](#). Noise levels from typical daily traffic along Newport Boulevard were modeled at a total of 40 receptor locations on the

¹ According to the California Department of Transportation's *Traffic Noise Analysis Protocol*, dated May 2011, a 3.0 dB difference in noise level is generally the point at which the human ear will perceive a difference in noise level.



Project site, including the first floor work component, the second and third story residential uses, and the rooftop deck areas (along the eastern and southern frontages).

It is noted that the City does not have exterior noise standards in association with transportation-related noise sources for commercial office uses (refer to [Table 4.12-2](#)). Additionally, as noted in [Table 4.12-2](#), the City does not consider exterior balconies or deck areas of mixed uses or live/work units to be exterior areas subject to the noise standards. However, interior standards remain applicable to the commercial and residential floors of the proposed live/work units. The exterior noise levels were modeled using the TNM 2.5 model to obtain the interior noise levels using a standard exterior to interior attenuation rate of 20 dB from standard construction materials and windows. The anticipated exterior noise levels at the receptor locations on the ground floors (work component) would range from 60.2 to 65.0 dBA, resulting in interior noise levels of less than the City's 50 dBA CNEL standard for commercial office uses. The anticipated exterior noise levels at the receptor locations on the second and third floors (residential component) would range from 59.9 to 65.3 dBA CNEL, thus, resulting in interior noise levels that could exceed the City's residential interior standard of 45 dBA. Therefore, Mitigation Measure NOI-1 requires that the residential use areas exposed to Newport Boulevard include windows with a minimum Sound Transmission Class (STC) of 28, in order to ensure interior noise levels are below the City's 45 dBA CNEL interior standard. The anticipated exterior noise levels of between 59.9 and 65.3 dBA on the second and third floors are representative of the expected noise levels at the balconies and roof decks of the units facing Newport Boulevard. However, as previously noted, the City has exempted exterior balconies or deck areas of mixed uses or live/work units to be exterior areas from being subject to noise standards, and no mitigation would be required. With implementation of the recommended mitigation, the Project would result in a less than significant impact to the proposed live/work uses from Newport Boulevard noise levels.

Operational Stationary Source Noise

Stationary noise sources would include noise associated with mechanical equipment and parking areas, as well as noise from adjacent uses. Noise impacts from these sources would be intermittent and occur primarily during daytime hours.

Mechanical Equipment

Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Heating, ventilation, and air conditioning (HVAC) units would be included on the roof of the structures throughout the site. As the Project is not located in proximity to sensitive receptors, noise from the HVAC units would not be perceptible at the nearest residents located across Newport Boulevard to the east. Thus, impacts from mechanical equipment would be less than significant.

Parking Areas

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car passbys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in [Table 4.12-6, *Typical Noise Levels Generated by Parking Lots*](#). Conversations in parking areas may also be an annoyance to adjacent



sensitive receptors. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech.

**Table 4.12-6
Typical Noise Levels Generated by Parking Lots**

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	61 dBA L_{eq}

Impacts associated with parking would be considered minimal, since the parking areas are not located in the vicinity of any sensitive receptors. It is noted that parking lot noise involves instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Noise associated with parking lot activities is not anticipated to exceed the City's Noise Standards or the California Land Use Compatibility Standards during operation, thus, would be less than significant.

Adjacent Uses

The Project site is surrounded by commercial office and self storage uses to the northeast; a motorcycle shop and medical and social service offices to the northwest; and auto and boat repair facilities to the southwest. Operations of these commercial uses are limited to daytime hours (i.e., 8:00 a.m. to 5:00 p.m.), thus, would not produce noise during nighttime hours. As noted in Table 4.12-4, noise measurements were conducted at the Project site (Site 1, 61.0 dBA L_{eq}), as well as near the auto repair facility to the southwest (Site 2, 66.2 dBA L_{eq}), and the adjacent commercial office uses to the northeast (Site 3, 58.0 dBA L_{eq}). Noise levels experienced on-site as a result of the adjacent commercial uses would be similar to the measurements taken at Site 1 and Site 3 due to the location of the measurements. Additionally, noise levels experienced on-site would be lower than the measurement taken at Site 3, as the proposed live/work units would be sited more than 135 feet from Industrial Way and Site 2. Therefore, adjacent commercial uses would not result in an exceedance of the City's interior noise standards for on-site residential or commercial uses. Impacts would be less than significant in this regard.

Standard Condition:

- SC 4.12-1 During construction, the contractor shall ensure that construction activity complies with the City's Noise Ordinance. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet indoor work.



Mitigation Measures:

NOI-1 For Project residential areas immediately adjacent to Newport Boulevard, all exterior walls and floor ceiling assemblies (unless within a unit) shall be constructed with double paned glass or an equivalent windows in a manner to provide an airborne sound insulation system achieving a minimum Sound Transmission Class of 28. The Applicant, as an alternative, may retain a qualified acoustical consultant whom shall submit a report for an alternative means of sound insulation satisfactory to the City of Costa Mesa which achieves a maximum interior noise level of 45 CNEL.

4.12.b. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact.

Short-Term

Construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is illustrated in Table 4.12-7, Typical Vibration Levels for Construction Equipment.

The Project site contains a mobilehome/recreational vehicle park that would be relocated. However, the anticipated demolition activities (buildings and asphalt removal) could occur within 25 feet of the nearest adjacent structure. Groundborne vibration decreases rapidly with distance. As indicated in Table 4.12-7, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during construction range from 0.003 to 0.089 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The nearby structures would not be exposed to significant vibration from construction activities, as the proposed construction activities would not be capable of exceeding the 0.2 inch-per-second PPV significance threshold for vibration. Therefore, vibration impacts would be less than significant.



Table 4.12-7
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003
Notes: 1 – Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006. Table 12-2. 2 – Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the <i>FTA Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver	

Long-Term

The Project proposes live/work units, which would not generate ground-borne vibration that could be felt at surrounding uses. The Project does not involve railroads or substantial heavy truck operations, and therefore would not result in vibration impacts at surrounding uses. The Project site is, however, located within a mature commercial/industrial area. The surrounding commercial/industrial uses may exposure the Project's future residents/patrons to groundborne vibration or groundborne noise levels. Standard Condition SC 4.1-2 requires notification to buyers that the Project is located within an area designated as Light Industry and subject to existing and potential issues associated with industrial land uses.

Standard Condition: Refer to Standard Condition SC 4.1-2 above.

Mitigation Measures: No mitigation is required

4.12.c. A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less Than Significant Impact With Mitigation. Refer to Response 4.12.a, above.

Mitigation Measures: Refer to Mitigation Measure NOI-1.

4.12.d. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above the levels existing without the Project?

Less Than Significant With Mitigation. Refer to Responses 4.12.a and 4.12.b above.



Mitigation Measures: Refer to Mitigation Measure NOI-1.

4.12.e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project site is located approximately six miles south of John Wayne Airport, and outside of the Airport Planning Area, which includes the furthest extent of the 60 CNEL Contour.² Therefore, Project implementation would not expose people residing or working at the proposed live/work development to excessive airport-related noise levels.

Mitigation Measures: No mitigation is required.

4.12.f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project site is not located within the vicinity of a private airstrip. Therefore, Project implementation would not expose people residing or working at the proposed live/work development to excessive airstrip-related noise levels.

Mitigation Measures: No mitigation is required.

² John Wayne Airport Website, Orange County Land Use Commission, *FAR Part 77 Notification Area for John Wayne Airport Map*, <http://www.ocair.com/commissions/aluc/docs/jwanotf.pdf>, Accessed October 17, 2012.



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4.13 POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

4.13.a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. A project could induce population growth in an area, either directly (for example, by proposing new homes and/or businesses) or indirectly (for example, through extension of roads or other infrastructure). The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. The Project also involves the relocation of the mobilehomes to an off-site location to be determined independently by each mobilehome owner. Although, it is unknown whether the mobilehomes would be relocated within the City of Costa Mesa, in order to provide a conservative analysis of potential population growth, it is assumed that all mobilehomes would remain in the City. Therefore, Project implementation would result in a net increase of 40 dwelling units.

As of January 2012, the City's average household size was 2.702.¹ It is likely that the proposed type of urban housing would appeal to a niche market of young urban professionals, recent college graduates formerly residing with their parents, or single first-time homeowners. The demand of moderately-priced, contemporary housing for this niche market could be satisfied by the proposed live/work development. Therefore, it is likely the proposed live/work units would have a smaller household size than a traditional unit. Notwithstanding, in order to provide a conservative analysis, based on an average household size of 2.702, Project implementation could result in a population increase of approximately 108 persons. The potential population growth would be nominal, representing less than one-tenth of one percent increase over the City's existing 2012 population of 110,757 persons.² Therefore, Project implementation would not induce substantial population growth within the City.

¹ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2011 and 2012, with 2010 Benchmark*. Sacramento, California, May 2012 [<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>, Accessed October 17, 2012].

² Ibid.



Mitigation Measures: No mitigation is required.

4.13.b. *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. The Project involves construction of a 40-unit, attached live/work development in place of a 43-unit mobilehome/recreational vehicle park that exists on the property. The Project also involves the relocation of the mobilehomes to an off-site location to be determined independently by each mobilehome owner. Because the mobilehomes would be relocated to an off-site location, no net decrease in housing would occur. Rather, Project implementation would result in a net increase of 40 dwelling units. Also, additional housing opportunities exist within Costa Mesa, based on the City's existing vacancy rate of 5.16 percent (approximately 2,174 dwelling units).³ Therefore, Project implementation would not necessitate the construction of replacement housing elsewhere.

Mitigation Measures: No mitigation is required.

4.13.c. *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. As discussed in Section 2.3, the Project is being processed simultaneous with the Closure Impact Report's review. Accordingly, this analysis assumes that relocation of the mobilehome residents occurred as part of the Closure Impact Report, and that the mobilehomes that exist on the property are vacant. The displacement of the persons that occupy the residences would occur independent of the proposed Project. Therefore, Project implementation would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

It is noted, in accordance with California Government Code Section 65863.7, the Applicant (owner of the Anchor Trailer Park) submitted a Closure Impact Report/Relocation Plan to the residents of the Park and the City of Costa Mesa for the closure of the Park. The Closure Impact Report is prepared to (i) explain to the residents and the City of Costa Mesa within the Park the impact of the closure of the Park on the residents of the Park; (ii) to explain to the residents the options and the relocation mitigation measures available to them; and (iii) to satisfy the requirements of 65863.7 and California Civil Code Section 798.56(h).

The Report specifically addresses the availability of replacement housing in mobilehome parks and relocation costs as required in Section 65863.7. It addresses the steps taken to mitigate the adverse impact upon the residents who are displaced by the closure of the Park. While State law is specific with regard to the requirement that the steps to mitigate the impact upon the displaced residents "shall not exceed the reasonable costs of relocation," the Owner may also offer additional assistance to the displaced residents by providing relocation counseling, information respecting the availability of other housing opportunities, and a Resident Discretionary Fund over and above the statutory requirements.

³ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2011 and 2012, with 2010 Benchmark*. Sacramento, California, May 2012.



In recognition of the different needs of the homeowners, three different options are provided in the Closure Impact Report from which the Homeowners may select. Additionally, a Relocation Assistant is provided to meet with each household and assist them with the relocation. The types of assistance the Relocation Assistant will provide include, arranging to have personal property packed, moved and unpacked; arranging to have the Residential Structure taken down, relocated and set up at the new location; arranging for lodging for the family during relocation; and arranging for such items as may be applicable to the selected Option for relocation benefits.

Mitigation Measures: No mitigation is required.



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4.14 PUBLIC SERVICES

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?			✓	

4.14.a. *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

4.14.a.1. *Fire protection?*

Less Than Significant Impact. The Costa Mesa Fire Department (CMFD) provides fire protection and emergency medical services to the City, which include fire prevention and suppression, paramedic, emergency medical, and hazardous materials management/environmental safety. The CMFD is comprised of three divisions: Administration; Suppression/Mobile Intensive Care (Emergency Medical Services); and Fire Prevention. There are four paramedic engine companies, two truck companies, an urban search and rescue squad, and a Battalion Chief on duty 24-hours a day, seven days a week. These fire personnel respond from six fire stations strategically located within the City.¹ The closest station to the Project is the Park Station, located at 1865 Park Avenue, approximately 0.75 miles from the Project site. The second nearest station is the Placentia station, located approximately 1.79 miles from the Project site. Depending on the nature, size, and location of the alarm, units from multiple stations will respond. There are 29 fire suppression/EMS personnel on duty that work 24-hour shifts at the Park Station. According to the *GPEIR* page 4.11-4, the goal of the Costa Mesa Fire Department is to respond to fire alarms and emergencies within five minutes, 80 percent of the time.

¹ City of Costa Mesa Website, Costa Mesa Fire Department, <http://www.ci.costa-mesa.ca.us/departments//CMFire.htm>, Accessed on October 12, 2012.



The Project does not propose new or physically altered fire protection facilities. The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. The Project also involves the relocation of the mobilehomes to an off-site location. As discussed in Response 4.13.a, it is assumed for analysis purposes that all mobilehomes would remain in the City. Therefore, Project implementation would result in a net increase of 40 dwelling units that include approximately 16,662 square feet of commercial space, with a resultant increase in the demand for fire protection services. However, because the Project proposes infill redevelopment that is similar to the existing uses, Project implementation is not anticipated to increase CMFD response times to the Project site or surrounding vicinity, or require construction of new or physically altered fire protection facilities. The Project's design would be subject to compliance with the requirements set forth in the 2010 California Fire Code (and all amendments), including the provision of fire sprinkler systems throughout buildings, as noted in CMMC Title 7, *Fire Protection and Prevention*. The development would also be subject to compliance with the fire provisions specified in the 2010 California Building Code and all incorporated amendments, and the 2009 International Fire Code. Additionally, the Project would be subject to compliance with the Standard Conditions specified below, in order to enhance fire protection measures. The Project plans would be reviewed and approved by the Costa Mesa Building and Fire Departments, which would ensure adequate emergency access, fire hydrant availability, and compliance with all applicable codes and standards.

The Project would also be subject to compliance with CMMC Title 13 Chapter XII Article 2, *Fire Protection Systems*, which sets forth the parameters for assessing the Fire Protection System Development Impact Fee. The purpose of these fees is to minimize, to the greatest extent practicable, the impact that new development has on the City's public services and public facilities. The Project Applicant would be required to pay their fair share of the costs of providing fire protection services and facilities.

Compliance with the City's discretionary review process and CMMC requirements, which include payment of the Fire Protection System Development Impact Fee, would ensure that Project implementation would result in a less than significant impact to fire protection services.

Standard Conditions:

- SC 4.14-1 The final master plan for development of the Project site shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.
- SC 4.14-2 Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.
- SC 4.14-3 Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's Project design features to assess compliance with the California Building Code and California Fire Code. Fire staff shall examine the projected demands of the proposed Project and make recommendations to ensure that adequate personnel/resources will be available to meet projected demand. Recommendations of the study shall be implemented to the satisfaction of the Fire Department to ensure that emergency response impacts are minimized to below a level of significance.



- SC 4.14-4 The Project shall provide approved smoke detectors to be installed in accordance with the 2007 Edition of the Uniform Fire Code.
- SC 4.14-5 The Project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.
- SC 4.14-6 The Project shall provide an automatic fire sprinkler system according to NFPA 13 R.
- SC 4.14-7 The Project shall provide a fire alarm system.
- SC 4.14-8 The Project shall provide individual numeric signage for proposed residences with minimum 6 inches height.

Mitigation Measures: No mitigation is required.

4.14.a.2. Police protection?

Less Than Significant Impact. The Costa Mesa Police Department (CMPD) provides police protection services to the City from their headquarters located at 99 Fair Drive. The CMPD is composed of four divisions: Administration; Technical Services; Field Operations; and Support Services.² The CMPD is comprised of 196 full-time positions, of which 130 are sworn officers and 66 are civilians, with various part-time positions to aid throughout the organization.³ The City's existing police protection service ratio is 852 officers per person, based on the City's existing 2012 population of 110,757 persons.⁴

The Project does not propose new or physically altered police protection facilities. The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. The Project also involves the relocation of the mobilehomes to an off-site location. As discussed in Response 4.13.a, Project implementation would result in a net increase of 40 dwelling units that include approximately 16,662 square feet of commercial space, with a resultant increase in the demand for police protection services. However, because the Project proposes infill redevelopment that is similar to the existing uses, Project implementation is not anticipated to increase CMPD response times to the Project site or surrounding vicinity, or require construction of new or physically altered police protection facilities. The Project would be subject to compliance with Standard Condition SC 4.14-9, in order to enhance police protection services. Also, the Project plans would be reviewed and approved by the Costa Mesa Building and Police Departments, which would ensure adequate safety and crime prevention measures are provided. Compliance with the City's discretionary review process would ensure that Project implementation would result in a less than significant impact to fire protection services.

² City of Costa Mesa Website, Police Department, <http://www.ci.costa-mesa.ca.us/departments/CMPolice.htm>, Accessed October 15, 2012.

³ City of Costa Mesa Website, Police Department, located at <http://www.costamesaca.gov/index.aspx?page=302>, Accessed October 15, 2012.

⁴ Ibid.



Standard Conditions:

SC 4.14-9 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:

- Lighting shall be provided in open areas and parking lots.
- Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.
- Landscaping requirements.
- Emergency vehicle parking areas shall be designated within proximity to buildings.
- The applicant shall fund all costs associated with police and fire radio reception enhancement, including a Bi-Directional Amplifying 800 MHz antenna (BDA).
- Prior to the issuance of a grading permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to ensure adequate security measures are incorporated into the project design and that sufficient personnel/resources are available to meet the demands of the proposed project. Any requirements with regard to additional resources shall be completed by the Developer and shall be implemented to the satisfaction of the Police Chief to ensure that emergency response impacts are minimized to below a level of significance.

Mitigation Measures: No mitigation is required.

4.14.a.3. Schools?

Less Than Significant Impact. The Project site is situated within the Newport-Mesa Unified School District (NMUSD) (grades K thru 12). The Project site is located in the Newport Heights Elementary School, Ensign Middle School, and Newport Harbor High School service areas, with school enrollments of approximately 605 students, 1,230 students, and 2,200 students, respectively.⁵

It is noted that the student generation rates provided by the Newport-Mesa Unified School District do not take into account the target market of the new residents of the proposed live/work development. These types of residential uses in an industrial area are typically marketed to homeowners who do not have minor children and therefore would have no need for school services. While the proposed development would not preclude families with children, it is likely that this "new type of urban housing" would appeal to a niche

⁵ Newport-Mesa School Locator Website, http://web.nmusd.us/cms/page_view?d=x&piid=&vpid=1223740746931, Accessed October 16, 2012.



market of young urban professionals, recent college graduates formerly residing with their parents, or single first-time homeowners. The demand of moderately-priced, contemporary housing for this niche market could be satisfied by the proposed live/work development. Therefore, the following analysis is based on student generation factors for traditional residences and may not necessarily address this new type of urban housing. The analysis is provided for environmental purposes.

The Project does not propose new or physically altered school facilities. The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. It is assumed for analysis purposes that all mobilehomes would remain in the City. Therefore, Project implementation would result in a net increase of 40 dwelling units, with a resultant increase in the demand for school facilities. Based on a student generation factor of 0.26 students per dwelling unit,⁶ Project implementation could generate a total of approximately ten students. As the Project is anticipated to generate a nominal increase in the student population, it is anticipated that the NMUSD schools would have the capacity to accommodate these students and construction of new or physically altered school facilities would not be required. Thus, less than significant impacts to school facilities would occur.

Assembly Bill 2926 (AB 2926) passed in 1986 allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Senate Bill 50 (SB 50) and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstates the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments). According to Government Code Section 65996, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.”

The NMUSD collects \$1.84 per square foot of residential uses from developers.⁷ The Project Applicant would be subject to payment of this development fee pursuant to Standard Condition SC 4.14-7, which would fully mitigate any potential impact to NMUSD school facilities. Therefore, Project implementation would result in a less than significant impact in this regard.

Standard Condition:

SC 4.14-7 Prior to issuance of building permits, the Developer shall pay a school impact fee currently calculated at \$1.84 per square foot for residential development and \$0.30 per square foot for commercial development.

Mitigation Measures: No mitigation is required.

⁶ RBF Consulting, *City of Costa Mesa General Plan EIR*, January 22, 2002, Page 4.11-9.

⁷ City of Costa Mesa Website, Development Fees Information, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=218>, Accessed October 20, 2010.



4.14.a.4. Parks?

Less Than Significant Impact. There are approximately 1,708 acres of open space and parkland in the City, including Neighborhood and Community Parks, Community Centers, Regional Nature Preserve areas, Institutional Uses, Open Space Easements, and Golf Courses.⁸ The City's standard for permanent public open space is 5.76 acres per 1,000 residents.⁹

The Project does not propose new or physically altered park facilities. The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. Project implementation would result in a net increase of 40 dwelling units, with a resultant population increase of approximately 108 persons. Based on a parkland demand factor of 5.76 acres per 1,000 residents, Project implementation would generate a demand for approximately 0.62 acres of parkland.

CMMC Title 13 Chapter XI Article 5, *Park and Recreation Dedications*, establishes procedures for requiring park and recreational facilities in conjunction with residential subdivisions. More specifically, CMMC Section 13-256, *Amount of Fee in Lieu of Land Dedication*, specifies that "where there is no public park or recreation facility required within the proposed subdivision, or where the subdivision contains fifty (50) lots or fewer, the subdivider shall pay a fee in lieu of land dedication reflecting the value of land required for park and recreation purposes, in accordance with the schedule of fees as adopted by resolution of the City Council."

According to the City of Costa Mesa Parkland Impact Fee Schedule, the current fee per multi-family dwelling unit is \$13,829.¹⁰ As permitted by CMMC Section 13-256 and in compliance with Standard Condition 4.14-6, the Applicant would pay this Parkland Impact Fee in lieu of dedication of 0.62 acres of parkland. Compliance with CMMC Title 13 Chapter XI Article 5 would ensure that Project implementation would result in a less than significant impact involving parkland demand. Private open spaces in the form of balconies or decks and rooftop areas are proposed. Additionally, the Project proposes approximately 18,142 square feet of open space/landscaping within the proposed development, representing approximately 22 percent of the total lot area. The provision of onsite open space would further minimize potential impact to recreational facilities.

Standard Condition:

SC 4.14-6 Prior to issuance of occupancy permits, the Developer shall pay a park impact fee or dedicate parkland to meet the demands of the proposed development. The current park impact fee is calculated at \$13,829 per new multi-family dwelling unit.

Mitigation Measures: No mitigation is required.

⁸ Telephone Conversation: Mejia, Bart, City of Costa Mesa Parks and Recreation Department, October 17, 2012.

⁹ RBF Consulting, *City of Costa Mesa General Plan EIR*, January 22, 2002, Page 4.12-7.

¹⁰ City of Costa Mesa Website, Development Fees Information, <http://www.costamesaca.gov/modules/showdocument.aspx?documentid=218>, Accessed October 20, 2010.



4.14.a.5. Other public facilities?

Less Than Significant Impact. There are three public libraries within the City of Costa Mesa. The nearest public library to the Project site is the Costa Mesa/Donald Dungan Library located approximately one mile north, at 1855 Park Avenue, Costa Mesa.

The Project does not propose new or physically altered library facilities. Project implementation would result in a net increase of 40 dwelling units, with a resultant population increase of approximately 108 persons. Given the Project's nominal growth in population (less than one tenth of one percent over existing conditions), construction of new or physically altered library facilities would not be required.

The project site is located within the boundaries of the Orange County Public Library, Costa Mesa Branch. The branch maintains generation rates of 0.2 square feet of facility space and 1.3 volumes per capita. Based on a population of 377, this equates to 75.4 square feet of facility space and 490.1 volumes. According to the Orange County Public Library, the City of Costa Mesa has a current facility space deficit of 6,294 square feet.

The Costa Mesa General Plan anticipates growth in the City from 113,134 residents to 128,483 residents by the Year 2025. The Project would allow for the addition of 108 residents to the area. The City of Costa Mesa is currently served by two public libraries and a technology library.

The 2000 General Plan EIR identified a current standard set by the Orange County Public Library system for 0.2 square feet per capita of library space. While the Costa Mesa library facilities currently do not meet this standard in existing conditions, the General Plan EIR identified less than significant impacts to library services because the OCPL did not anticipate any direct significant impacts on these facilities.

If the same analytical approach regarding library service impacts were applied to the proposed project, less than significant impacts to library services would also be identified. Therefore, this environmental document concludes that the proposed project will result in less than significant library impacts.

In April 2005, the Costa Mesa City Council approved a request from the Friends of the Costa Mesa Libraries to set aside the 2.5 acre Civic Center Park through Year 2015 as a future library site. A 50,000-square foot central library is proposed, and fundraising efforts are underway. If this central library is constructed, impacts to library services would be further reduced.

Mitigation Measures: No mitigation is required.



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4.15 RECREATION

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

4.15.a. *Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Less Than Significant Impact. Project implementation would not increase the use of existing recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Any increased demands for recreational facilities would be mitigated through compliance with CMMC requirements and the provision of onsite landscaping; refer to Response 4.14.a.4.

Mitigation Measures: No mitigation is required.

4.15.b. *Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Less Than Significant Impact. The Project does not include or require construction or expansion of recreational facilities; refer to Response 4.14.a.4.

Mitigation Measures: No mitigation is required.



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4.16 TRANSPORTATION/TRAFFIC

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

This section is based on the Newport Boulevard Live/Work Trip Generation Memorandum (RBF Consulting, November 14, 2012), which is included as Appendix E, Trip Generation Memorandum. The Trip Generation Memorandum documents the forecast trip generation of the proposed Newport Boulevard Live/Work Project. The Memorandum is intended to evaluate development of the Project from a traffic and circulation standpoint. The evaluation considers impacts on local intersections and regional transportation facilities.

EXISTING CONDITIONS

To determine traffic generation of the existing mobilehome/recreational vehicle park, traffic counts were collected in August 2012 while the mobilehome park was in operation and generating traffic. The park was estimated to be 80-percent occupied with 20-percent of units vacant and not generating traffic. Existing traffic counts are included in Attachment B of Appendix E. The analysis conservatively does not increase existing traffic counts to account for 100-percent occupancy of the mobilehome/recreational vehicle park. Such an adjustment would increase baseline conditions, thereby, minimizing any potential traffic impact.

4.16.a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant



components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. To calculate trips forecast to be generated by the proposed Project, Institute of Transportation Engineers (ITE) trip generation rates were utilized. Specifically, the ITE Condominium land use category was utilized to forecast trips generated by the proposed Project. The proposed live/work development is anticipated for small home-based businesses, which would generate nominal customer traffic. These could include real estate appraisers, internet-based businesses, accountants, photographers, and other professions, which do not require customer visits or commercial visibility. A trip generation reduction is applied, since live/work developments reduce the need for a resident to travel to/from work given that their place of employment is on the ground floor of their residence.

The Trip Generation Memorandum concludes, although, the effect of trip reductions has not been formalized through traffic studies, the travel characteristics of live/work developments indicates a reduction in trips is appropriate, since travel to/from work can be eliminated by the resident. For the purposes of this analysis, a conservative assumption of a 20 percent reduction in typical condominium traffic generation is included.

Table 4.16-1, ITE Trip Rates for Existing and Proposed Project Site Uses, summarizes the most applicable ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed Project.

**Table 4.16-1
ITE Trip Rates for Existing and Proposed Project Site Uses**

Land Use (ITE Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Residential Condominium (230)	Dwelling Units	0.07	0.37	0.44	0.35	0.17	0.52	5.81
General Office Building (710)	Thousand square feet	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Specialty Retail Center (814)	Thousand square feet	0.00	0.00	0.00	1.19	1.52	2.71	44.32

Source: 2008 ITE Trip Generation Manual, 8th Edition.

Table 4.16-2, Forecast Net Trip Generation of Proposed Project, summarizes the net trips forecast to be generated by the proposed development when accounting for displaced land use and operational characteristics of the Newport Boulevard Live/Work Project. As shown in Table 4.16-2, when assuming a reduction in traffic associated with the mobilehome park, the proposed Project is forecast to generate approximately 453 net new daily trips, which include 19 net new a.m. peak hour trips, and 35 net new p.m. peak hour trips. Additionally, as concluded in Response 4.17.b, the proposed Project is consistent with the site's zoning (underlying is General Business District and overlay is 19 West Village Mixed-Use Overlay District). Given the Project's consistency with zoning, and since negligible traffic generation is created due to the proposed change in land uses, no traffic impacts are forecast and no traffic mitigation is required.



Notwithstanding, the Project would be subject to compliance with Standard Condition SC 4.16-1, which requires payment of traffic impact fees.

Refer to Response 4.16.f for a discussion of pedestrian and bicycle paths, and mass transit.

**Table 4.16-2
Forecast Net Trip Generation of Proposed Project**

Location	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
40 Condominium Units	3	15	18	14	7	21	232
8.331 Thousand Square Feet - Office	11	2	13	2	10	12	92
8.331 Thousand Square Feet - Specialty Retail	0	0	0	10	13	23	369
Trip Generation Subtotal	14	17	31	26	30	56	693
10% Mixed Use Trip Reduction	-1	-2	-3	-3	-3	-6	-69
Total Trip Generation of Proposed Project	13	15	28	23	27	50	624
Displaced Land Use							
43 Mobilehome Units ¹	-2	-7	-9	-12	-3	-15	-171
Trip Generation of Displaced Uses	-2	-7	-9	-12	-3	-15	-171
Total Forecast Net Trip Generation of Project	11	8	19	11	24	35	453
Note:							
¹ Existing trip generation determined from measured traffic counts.							
Source: 2008 ITE Trip Generation Manual, 8 th Edition.							

Standard Condition:

SC 4.16-1 The Project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).

Mitigation Measures: No mitigation is required.

4.16.b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County, consistent with that of the Southern California Association of Governments (SCAG). The CMP requires review of substantial individual projects, which might on their own impact the CMP transportation system. Specifically, the Congestion Management Program (CMP) Traffic Impact Analysis (TIA) measures impacts of a proposed



development project on the CMP Highway System (CMPHS). Development projects that generate more than 2,400 daily trips are subject to a TIA for CMP evaluation. For projects that will directly access or be in close proximity to a CMP Highway System link, a reduced threshold of 1,600 trips per day is utilized.

As concluded in Response 4.16.a, the Project would generate approximately 453 net daily trips, thus, would not meet the criteria for CMP traffic impact analysis. Therefore, no further CMP traffic analysis is warranted and a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

4.16.c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The Project involves a 40-unit live/work development. Due to the nature and scope of the proposed development, Project implementation would not result in a change in air traffic patterns.

Mitigation Measures: No mitigation is required.

4.16.d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. The Project proposes to retain the existing primary and secondary access points. Primary site access would continue to be provided via the existing unsignalized full-access driveway at the southeasterly Project frontage on the Newport Boulevard frontage road. The internal driveways providing access to the proposed units are designed as 20- to 25-foot wide private drives. Secondary emergency site access would continue to be provided via the existing 21-foot wide easement/driveway at the site's northern corner. As concluded in response 4.16.a above, no traffic mitigation is required for the Project, since no significant traffic impacts would occur with Project implementation. The Project does not propose or require improvements to roadways or intersections, thus, would not substantially increase hazards due to a design feature.

The future businesses in the live/work units would be reviewed through the City's discretionary review process, upon their request for a permit to operate. The City's review would verify compliance with the 19 West Urban Plan standards pertaining to land use compatibility. The listing of allowable uses provided in 19 West Urban Plan Table C is distinct and customized for mixed-use development projects, in order to minimize the exposure to residents to incompatible land uses. Therefore, the Project would not substantially increase hazards due to incompatible uses.

Mitigation Measures: No mitigation is required.

4.16.e. *Result in inadequate emergency access?*

Less Than Significant Impact. Refer to Responses 4.8.g. and 4.14.a.1.

Mitigation Measures: No mitigation is required.



4.16.f. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

Less Than Significant Impact.

Public Transit

The Project site is served by the Orange County Transportation Authority (OCTA), a multi-modal transportation agency that serves Orange County. OCTA provides countywide bus and paratransit service, and Metrolink rail service, among other services. The bus lines located nearest the Project site are located along West 17th street to the north and Placentia Avenue to the west.

Based on CMP guidelines, person transit trips are typically estimated using a 1.4 factor to convert total vehicle trips to person trips, and a 3.5 percent factor to convert person trips to total transit trips. As concluded in Response 4.16.a, the Project is forecast to generate approximately 453 net daily trips. Based on the CMP guidelines, and the proximity of the various land uses in relation to available transit in the Project vicinity, the Project is forecast to generate approximately one transit trip. Since the Project transit trip can be accommodated by existing transit service in the Project vicinity, no significant CMP transit impacts are forecast to occur, and Project implementation would not conflict with adopted policies, plans, or programs regarding public transit.

Bicycle and Pedestrian Facilities

There are no bicycle lanes located in the vicinity of the Project site. Additionally, the Project would not alter or impact area sidewalks. Therefore, Project implementation would not conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities.

Mitigation Measures: No mitigation is required.



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4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

4.17.a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The Regional Water Quality Control Board, Santa Ana Region, issued a National Pollutant Discharge Elimination System (NPDES) permit, which includes the City as a Permittee. That NPDES permit implements federal and state law governing point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. Implementation of the proposed Project would only nominally increase wastewater generation, thus, nominally increasing the demand for wastewater treatment; refer to Response 4.17.b. Therefore, given the nature and scope of the proposed development, Project implementation would not cause an exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Mitigation Measures: No mitigation is required.



4.17.b. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact.

Water

The Project site is located within the Mesa Consolidated Water District (Mesa Water) service area and specifically within their Division Area 1. Mesa Water provides water service to an 18-square-mile area that includes the City of Costa Mesa (as well as parts of Newport Beach and parts of unincorporated Orange County). In compliance with legislative requirements, Mesa Water has prepared their 2010 Urban Water Management Plan (UWMP). The UWMP provides information on the present and future water resources and demands, and assesses Mesa Water's water resource needs.

Water Supplies and Demand

According to the UWMP, Mesa Water's main sources of water supply are groundwater pumped from wells within the Orange County Basin and imported water from Metropolitan Water District of Southern California through Municipal Water District of Orange County.

The Project involves construction of a 40-unit, attached live/work development in place of the 43-unit mobilehome/recreational vehicle park that exists on the property. Project implementation would result in a net increase of 40 dwelling units that include approximately 16,662 square feet of commercial space, with a resultant population increase of approximately 108 persons. Project implementation would generate a demand for approximately 23,001 gallons per day (based on water use factors of 178.9 gallons per capita per day¹ for residential uses and 0.22 gallons per day per square foot of commercial uses). The increase in water demand would place an incremental increase in the demand for water supplies and treatment facilities. The increase is not considered substantial, since the Project is consistent with the site's General Plan land use designation and City General Plans form the basis for evaluating the service area's future water demands. Mesa Water has concluded they are capable of meeting the water demands of their customers in normal, single dry, and multiple dry years between 2015 and 2035.²

Water Treatment

According to the UWMP, groundwater is pumped from six wells that pump clear water from the Orange County Basin and two wells that pump colored water. The colored water is treated at the Colored Water Treatment Facility (CWTF) and imported water is treated at the Diemer Filtration Plant, then delivered to Mesa Water through the imported water connections. As concluded above, the proposed Project would result in a negligible increase in water demand, thus, resulting in a negligible impact on the existing water treatment facilities. Therefore, Project implementation would not require or result in the construction of new water treatment facilities or expansion of existing facilities.

¹ Malcolm Pirnie, Inc., *Mesa Consolidated Water District 2010 Urban Water Management Plan*, May 2011, Page 2-8.

² Ibid., Executive Summary Page 2.



Water Conveyance

As concluded above, the proposed Project would result in a negligible increase in water demand, thus, resulting in a negligible impact on the existing water conveyance facilities. The Applicant would be responsible for construction of all water conveyance facilities pursuant to current Uniform Codes, City Ordinances, Public Works standards, and Water Division criteria. Therefore, the Project would not require the construction of new water conveyance facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. A less than significant impact would occur in this regard.

Wastewater

The Project site is located within the Costa Mesa Sanitary District (Sanitary District) service area.³ The Sanitary District boundaries include all of the City of Costa Mesa and portions of the City of Newport Beach and unincorporated County of Orange.

Wastewater Generation

Project implementation would result in a net increase of 40 dwelling units that include approximately 16,662 square feet of commercial space, with a resultant population increase of approximately 108 persons. Project implementation would increase wastewater generation by approximately 12,519 gallons per day (based on wastewater generation factors of 85 gallons per day per capita for residential uses and 0.20 gallons per day per square foot of commercial uses).⁴ The increase in wastewater generation would place an incremental increase in the demand for wastewater conveyance and treatment facilities. The Project is consistent with the site's General Plan land use designation and City General Plans form the basis for issuance of the County Sanitation's NPDES wastewater discharge permits; refer also to the *Wastewater Treatment* Section below.

Wastewater Conveyance

The Sanitary District's facilities include 216 miles of mainline, 114 miles of private property sewer lateral pipelines, and 20 pumping stations. As concluded above, the proposed Project would result in a negligible increase in wastewater generation, thus, resulting in a negligible impact on the existing wastewater conveyance facilities. The Applicant would be responsible for construction of all wastewater conveyance facilities pursuant to current Uniform Codes, City Ordinances, and Public Works standards, pursuant to Standard Condition SC 4.17-1. The Sanitary District would issue a Sewer Service Confirmation Letter indicating that they will serve sanitary sewer to the proposed development. Service to the Project would be conditioned upon approval of sewer infrastructure construction plans by the Sanitary District's Engineers, processing of easements (if necessary), and payment of all applicable fees, pursuant to Standard Conditions SC 4.17-2 through 4.17-4. Therefore, the Project would not require the construction of new wastewater conveyance facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. A less than significant impact would occur in this regard.

³ Costa Mesa Sanitary District Website, *Costa Mesa Sanitary District Boundary Map*, <http://www.cmsdca.gov/images/cmsd-service-area-map.jpg>, Accessed October 21, 2012.

⁴ Telephone Conversation: Hamers, P.E., Rob, Costa Mesa Sanitation District, October 22, 2012.



Wastewater Treatment

Wastewater collected by the Sanitary District is sent to the County Sanitation Districts of Orange County (County Sanitation) plants for treatment and disposal. County Sanitation is responsible for collecting, treating, and disposing the wastewater generated within their 479-square mile service area. Wastewater is treated at County Sanitation's treatment plants in Fountain Valley and Huntington Beach. According to County Sanitation's treatment plant operational data, the combined effluent treated at both plants (2004-2005) totaled approximately 244 million gallons daily (average). County Sanitation operates under an NPDES ocean discharge permit issued by the California Regional Water Quality Control Board. The Project's increase in wastewater generation is not considered substantial, since the Project is consistent with the site's General Plan land use designation and City General Plans form the basis for issuance of the NPDES wastewater discharge permits. Project implementation would not cause the treatment plants' operating capacities to be exceeded. Therefore, a less than significant impact would occur in this regard.

Standard Conditions:

- SC 4.17-1 Applicant will be required to construct sewers to serve the Project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
- SC 4.17-2 County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.
- SC 4.17-3 The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
- SC 4.17-4 The Applicant is required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.

Mitigation Measures: No mitigation is required.

4.17.c. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. Refer to Response 4.9.d.

Mitigation Measures: No mitigation is required.



4.17.d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact.

Senate Bill 610

SB 610 requires a detailed report regarding water availability and planning for additional water supplies be included with the environmental document for specified projects. Under SB 610, water supply assessments are required to be included in environmental documentation for certain projects, as defined in Water Code 10912[a], subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires a written verification of sufficient water supply. Thus, no future action is necessary under the provisions of SB 221 and 610. All projects that meet any of the following criteria require the water availability assessment:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel and motel having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or an industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects specified in this subdivision; or
- A project that would demand an amount of water equivalent to or greater than the amount of water required by a 500 dwelling unit project.

Senate Bill 221

While SB 610 primarily affects the Water Code, SB 221 principally applies to the Subdivision Map Act. The primary effect of SB 221 is to condition every tentative map for an applicable subdivision on the applicant by verifying that the public water supplier (PWS) has sufficient water supply available to serve it. Under SB 221, approval by a city or county of certain residential subdivisions requires a written verification of sufficient water supply. SB 221 applies to any subdivision, defined as:

- A proposed residential development of more than 500 dwelling units (if the PWS has more than 5,000 service connections); or



- Any proposed development that increases connections by 10 percent or more (if the PWS has fewer than 5,000 connections).

The Project does not satisfy the criteria outlined above, thus, preparation of a Water Supply Assessment, in order to verify that sufficient water supplies are available to serve the Project from existing entitlements/resources, is not warranted and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.17.e. *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. Refer to Response 4.17.b.

Mitigation Measures: No mitigation is required.

4.17.f. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact. The Project site would continue to be served by the solid waste facilities and landfills that currently serve the City:⁵

- Azusa Land Reclamation Company Landfill;
- California Street Landfill;
- Chiquita Canyon Sanitary Landfill;
- Commerce Refuse-To-Energy Facility;
- El Sobrante Landfill;
- Frank R. Bowerman Sanitary Landfill;
- Lancaster Landfill and Recycling Center;
- Olinda Alpha Sanitary Landfill;
- Prima Desecha Sanitary Landfill;
- Puente Hills Landfill; and
- Southeast Resource Recovery Facility.

In total, 116,354.44 tons of solid waste were generated by the City of Costa Mesa in 2011.

Project implementation would result in a net increase of 40 dwelling units that include approximately 16,662 square feet of commercial space, with a resultant population increase of approximately 108 persons. Demolition and construction activities associated with the proposed development would generate construction debris. The live/work development's operational activities would also increase the volume of solid waste generated over existing conditions. Based on generation rates⁶ of 5 lbs per 1,000 square feet

⁵ State of California CalRecycle Website, *2011 Waste Stream Profile for City of Costa Mesa*, <http://www.calrecycle.ca.gov/DataCentral/Materials.htm>, Accessed October 16, 2012.



of commercial space per day and 1.17 tons per dwelling unit per year, it is estimated that the proposed Project would generate approximately 53 tons of solid waste per year. The increased solid waste generation would contribute to incrementally shortening the lifespan of the landfills identified above. However, given Project's scale, and since the City would continue to comply with the existing regulatory framework for reducing solid waste disposal volumes, it is anticipated that the specified landfills would have the capacity to accommodate the Project's waste disposal needs. Additionally, the Project would be subject to compliance with Standard Conditions SC 4.17-5 and SC 4.17-6, which address solid waste disposal and District consultation. A less than significant impact would occur in this regard.

Standard Conditions:

SC 4.17-5 Unless an off-site trash hauler is being used, the Applicant shall contact the Costa Mesa Sanitary District to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from the requirement.

SC 4.17-6 The Applicant shall contact Costa Mesa Sanitary District for any additional district requirements.

Mitigation Measures: No mitigation is required.

4.17.g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939), in order to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible." AB 939 established a waste management hierarchy: Source Reduction; Recycling; Composting; Transformation; and Disposal. The law also required that each county prepare a new Integrated Waste Management Plan and each city prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991. The SRRE is required to identify how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by the year 2000. The Act mandated that California's 450 jurisdictions (i.e., cities, counties, and regional waste management compacts), implement waste management programs aimed at a 25 percent diversion rate by 1995 and a 50 percent diversion rate by 2000. If the 50 percent goal was not met by the end of 2000, the jurisdiction was required to submit a petition for a goal extension to CalRecycle.

Senate Bill (SB) 2202 made a number of changes to the municipal solid waste diversion requirements under the Integrated Waste Management Act. These changes included a revision to the statutory requirement for 50 percent diversion of solid waste to clarify that local governments shall continue to divert 50 percent of all solid waste on and after January 1, 2000.

SB 1016, Wiggins, Chapter 343, Statutes of 2008 introduced a per capita disposal measurement system that measures the 50 percent diversion requirement using a disposal measurement equivalent. The bill repealed the board's two-year process, requiring instead that the board make a finding whether each jurisdiction was in compliance with the act's diversion requirements for calendar year 2006 and to

⁶ State of California CalRecycle Website, *Estimated Solid Waste Generation and Disposal Rates*, <http://www.calrecycle.ca.gov/wastechar/wastegenrates/>, Accessed October 16, 2012.



determine compliance for the 2007 calendar year, and after, based on the jurisdiction's change in its per capita disposal rate. The board is required to review a jurisdiction's compliance with those diversion requirements in accordance with a specified schedule, which is conditioned upon the board finding that the jurisdiction is in compliance with those requirements or has implemented its source reduction and recycling element and household hazardous waste element. The bill requires the board to issue an order of compliance if the board finds that the jurisdiction has failed to make a good faith effort to implement its source reduction and recycling element or its household hazardous waste element, pursuant to a specified procedure.

The per capita disposal rate is a jurisdiction-specific index, which is used as one of several "factors" in determining a jurisdiction's compliance with the intent of AB 939, and allows CalRecycle and jurisdictions to set their primary focus on successful implementation of diversion programs. Meeting the disposal rate targets is not necessarily an indication of compliance. CalRecycle reports that Costa Mesa's Disposal Rate Targets for Reporting Year 2011 are 8.5 pounds per day (PPD) per Resident and 11.3 PPD per Employee.⁷ For 2011, the most recent reporting year, Costa Mesa's calculated Disposal Rates were 5.8 PPD per resident and 8.2 PPD per employee.⁸

Participation in the City's recycling programs during Project construction and operation would ensure that the Project would not conflict with federal, state, and local statutes and regulations related to solid waste. A less than significant impact would occur in this regard. Refer also to Response 4.17.f.

Mitigation Measures: No mitigation is required.

⁷ State of California CalRecycle Website, <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>, Accessed October 16, 2012.

⁸ Ibid.



4.18 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the Project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

4.18.a. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. As concluded in Section 4.4, *Biological Resources*, the Project proposes a live/work development. The Project site and its surroundings are fully developed, and there are no biological resources present in the area. Therefore, the Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

As concluded in Response 4.5.a, the Project site is developed with a mobilehome/recreational vehicle park, which does not contain a historically/culturally significant structure. Therefore, Project implementation would not eliminate important examples of the major periods of California history.

As concluded in Response 4.5.b, the Project site is developed with a mobilehome/recreational vehicle park, has already been subject to extensive disruption, and contains artificial fill materials. Given the highly disturbed condition of the site, the potential for Project implementation to impact an as yet unidentified archeological resource is considered remote. Therefore, Project implementation would not eliminate important examples of the major periods of California prehistory.



Mitigation Measures: No mitigation is required.

4.18.b. Does the Project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact. For the environmental issue areas analyzed in this Initial Study/Mitigated Negative Declaration, there would be no impact that would be individually limited, but cumulatively considerable.

In accordance with CEQA Guidelines Section 15183, this environmental analysis was conducted to determine if there were any Project-specific effects that are peculiar to the Project or its site. No Project-specific significant effects peculiar to the Project or its site were identified that could not be mitigated to a less than significant level. The Project would not induce substantial population growth or significant traffic volumes. The Project would contribute to environmental effects in the areas of air quality, geology/soils, hazards/hazardous materials, hydrology/water quality, and noise. However, these would not be cumulatively considerable, since they are site-specific. Mitigation measures incorporated herein, however, mitigate any potential impacts associated with these environmental issues. Cumulative projects would be required to prepare the appropriate CEQA environmental documentation on a project-by-project basis. Therefore, the Project does not have impacts that are individually limited, but cumulatively considerable.

Mitigation Measures: No mitigation is required.

4.18.c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant With Mitigation Incorporated. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the Project’s potential impacts related to air quality, geology/soils, hazards/hazardous materials, and noise, among other environmental issue areas. As concluded in these previous discussions, the Project would result in less than significant environmental impacts with implementation of the standard conditions and recommended mitigation measures. Therefore, with implementation of the specified mitigation, the Project would cause less than significant adverse effects on human beings.

Standard Conditions: Refer to Sections 4.1 through 4.17 above.

Mitigation Measures: Refer to Sections 4.1 through 4.17 above.



5.0 INVENTORY OF STANDARD CONDITIONS AND MITIGATION MEASURES

5.1 STANDARD CONDITIONS

AESTHETICS

SC 4.1-1 Prior to the issuance of Building Permits, the Applicant shall submit a Lighting Plan and Photometric Study for the approval of the City's Development Services Department. The Lighting Plan shall demonstrate compliance with the following:

- The mounting height of lights on light standards shall not exceed 18 feet in any location on the Project site unless approved by the Development Services Director.
- The intensity and location of lights on buildings shall be subject to the Development Services Director's approval.
- All site lighting fixtures shall be provided with a flat glass lens. Photometric calculations shall indicate the effect of the flat glass lens fixture efficiency.
- Lighting design and layout shall limit spill light to no more than 0.5 footcandle at the property line of the surrounding neighbors, consistent with the level of lighting that is deemed necessary for safety and security purposes on site.
- Glare shields may be required for select light standards.

SC 4.1-2 A "Notice to Buyers" shall disclose that the Project is located within an area designated as Light Industry in the City of Costa Mesa General Plan and is subject to existing and potential annoyances or inconveniences associated with industrial land uses. The Notice shall disclose the existing surrounding industrial land uses, including but not limited to, operational characteristics such as hours of operation, delivery schedules, outdoor activities, and noise and odor generation. In addition, the Notice shall state that the existing land use characteristics are subject to change in the event that new businesses move or existing businesses change ownership. The Buyer's Notice shall be reviewed/approved by the City Attorney's office and Development Services Director prior to recordation. The Buyer's Notice shall serve as written notice of the then existing noise environment and any odor generating uses within the mixed-use development and within a 500-foot radius of the mixed use development, as measured from the legal property lines of the development lot. The Buyer's Notice shall be remitted to any prospective purchaser or tenant at least 15 days prior to close of escrow, or within three days of the execution of a real estate sales contract or rental/lease agreement, whichever is longer.



AIR QUALITY

- SC 4.3-1 The Project shall comply with Title 24 of the California Code of Regulations established by the energy conservation standards. The Project Applicant shall incorporate the following in building plans:
- Solar or low emission water heaters shall be used with combined space/water heater units;
 - Double paned glass or window treatment for energy conservation shall be used in all exterior windows;
 - Building shall be oriented north/south where feasible.

CULTURAL RESOURCES

- SC 4.5-1 In the event that archeological resources or archaeological materials are encountered during grading and construction, all construction activities shall be temporarily halted or redirected to permit the sampling, identification, and evaluation of archaeological materials as determined by the City, who shall establish, in cooperation with the project applicant and a certified archaeologist, the appropriate procedures for exploration and/or salvage of the artifacts.
- SC 4.5-2 In the event that paleontological resources are encountered during grading and construction operations, all construction activities shall be temporarily halted or redirected to permit a qualified paleontologist to assess the find for significance and, if necessary, develop a PRIMP for the review and approval by the City prior to resuming excavation activities.
- SC 4.5-3 If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

GEOLOGY AND SOILS

- SC 4.6-1 The Project shall comply with the requirements of the California Code of Regulations, Title 24, also known as the 2007 California Building Standards Code, as amended by the City of Costa Mesa.
- SC 4.6-2 Prior to the issuance of Grading Permits, the Project Applicant shall provide the City of Costa Mesa Department of Building Safety with a geotechnical investigation of the project site detailing recommendations for remedial grading in order to reduce the potential of on-site soils



to cause unstable conditions. Design, grading, and construction shall be performed in accordance with the requirements of the California Building Code applicable at the time of grading, appropriate local grading regulations, and the recommendations of the geotechnical consultant as summarized in a final written report, subject to review by the City of Costa Mesa Department of Building Safety.

SC 4.6-3 The Project shall comply with the NPDES requirements, as follows:

- Construction General Permit Notice of Intent (NOI) Design: Prior to the issuance of preliminary or precise grading permits, the project applicant shall provide the City Engineer with evidence that an NOI has been filed with the Storm Water Resources Control Board (SWRCB). Such evidence shall consist of a copy of the NOI stamped by the SWRCB or Regional Water Quality Control Board (RWQCB), or a letter from either agency stating that the NOI has been filed.
- Construction Phase Storm Water Pollution Prevention Plan (SWPPP): Prior to the issuance of grading permits, the applicant shall prepare a SWPPP that complies with the Construction General Permit and will include at a minimum the following:
 - Discuss in detail the BMPs planned for the project related to control of sediment and erosion, nonsediment pollutants, and potential pollutants in non-storm water discharges;
 - Describe post-construction BMPs for the project;
- Explain the maintenance program for the project's BMPs;
- List the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The Project Applicant shall implement the SWPPP and modify the SWPPP as directed by the Construction General Permit.

HAZARDS AND HAZARDOUS MATERIALS

SC 4.8-1 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1529, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practices by workers exposed to asbestos. Asbestos-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.

SC 4.8-2 During demolition, grading, and excavation, workers shall comply with the requirements of Title 8 of the California Code of Regulations, Section 1532.1, which provides for exposure limits, exposure monitoring, respiratory protection, and good working practice by workers exposed to lead. Lead-contaminated debris and other wastes shall be managed and disposed of in accordance with the applicable provision of the California Health and Safety Code.



HYDROLOGY AND WATER QUALITY

- SC 4.9-1 In order to comply with the 2003 DAMP, the proposed Project shall prepare a Storm Drain Plan, Stormwater Pollution Prevention Plan (SWPPP), and Water Quality Management Plan (WQMP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, prepared by a Licensed Civil Engineer or Environmental Engineer, which shall be submitted to the Department of Public Works for review and approval.
- The SWPPP shall be prepared and updated as needed during the course of construction to satisfy the requirements of each phase of development.
 - The plan shall incorporate all necessary Best Management Practices (BMPs) and other City requirements to eliminate polluted runoff until all construction work for the project is completed. The SWPPP shall include treatment and disposal of all dewatering operation flows and for nuisance flows during construction.
 - A WQMP shall be maintained updated as needed to satisfy the requirements of the adopted NPDES program. The plan shall ensure that the existing water quality measures for all improved phases of the project are adhered to.
 - Location of the BMPs shall not be within the public right-of-way.
- SC 4.9-2 Prior to approval of Plans, the Project shall fulfill the City of Costa Mesa Drainage Ordinance No. 06-19 requirements.

NOISE

- SC 4.12-1 During construction, the contractor shall ensure that construction activity complies with the City's Noise Ordinance. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet indoor work.

PUBLIC SERVICES

- SC 4.14-1 The final master plan for development of the Project site shall provide sufficient capacity for fire flows required by the City of Costa Mesa Fire Department.
- SC 4.14-2 Vehicular access shall be provided and maintained serviceable throughout construction to all required fire hydrants.
- SC 4.14-3 Prior to the issuance of a Building Permit, the City of Costa Mesa Fire Department shall review and approve the developer's Project design features to assess compliance with the California Building Code and California Fire Code. Fire staff shall examine the projected demands of the proposed Project and make recommendations to ensure that adequate personnel/resources will be available to meet projected demand. Recommendations of the study shall be implemented to the satisfaction of the Fire Department to ensure that emergency response impacts are minimized to below a level of significance.



- SC 4.14-4 The Project shall provide approved smoke detectors to be installed in accordance with the 2007 Edition of the Uniform Fire Code.
- SC 4.14-5 The Project shall provide fire extinguishers with a minimum rating of 2A to be located within 75 feet of travel distance from all areas. Extinguishers may be of a type rated 2A, 10BC as these extinguishers are suitable for all types of fires and are less expensive.
- SC 4.14-6 The Project shall provide an automatic fire sprinkler system according to NFPA 13 R.
- SC 4.14-7 The Project shall provide a fire alarm system.
- SC 4.14-8 The Project shall provide individual numeric signage for proposed residences with minimum 6 inches height.
- SC 4.14-9 As final building plans are submitted to the City of Costa Mesa for review and approval, the Costa Mesa Police Department shall review all plans for the purpose of ensuring that design requirements are incorporated into the building design to increase safety and avoid unsafe conditions. These measures focus on security measures are recommended by the Police Department, including but not limited to, the following:
- Lighting shall be provided in open areas and parking lots.
 - Required building address numbers shall be readily apparent from the street and rooftop building identification shall be readily apparent from police helicopters for emergency response agencies.
 - Landscaping requirements.
 - Emergency vehicle parking areas shall be designated within proximity to buildings.
 - The applicant shall fund all costs associated with police and fire radio reception enhancement, including a Bi-Directional Amplifying 800 MHz antenna (BDA).
 - Prior to the issuance of a grading permit, the City of Costa Mesa Police Department shall review and approve the developer's project design features to ensure adequate security measures are incorporated into the project design and that sufficient personnel/resources are available to meet the demands of the proposed project. Any requirements with regard to additional resources shall be completed by the Developer and shall be implemented to the satisfaction of the Police Chief to ensure that emergency response impacts are minimized to below a level of significance.
- SC 4.14-7 Prior to issuance of building permits, the Developer shall pay a school impact fee currently calculated at \$1.84 per square foot for residential development and \$0.30 per square foot for commercial development.



- SC 4.14-6 Prior to issuance of occupancy permits, the Developer shall pay a park impact fee or dedicate parkland to meet the demands of the proposed development. The current park impact fee is calculated at \$13,829 per new multi-family dwelling unit.

TRANSPORTATION/TRAFFIC

- SC 4.16-1 The Project Applicant shall be responsible for the payment of fees in accordance with Costa Mesa's traffic impact fee program to mitigate project-generated traffic impacts (including regional traffic).

UTILITIES AND SERVICE SYSTEMS

- SC 4.17-1 Applicant will be required to construct sewers to serve the Project, at his own expense, meeting the approval of the Costa Mesa Sanitary District.
- SC 4.17-2 County Sanitation District fees, fixtures fees, inspection fees, and sewer permit are required prior to installation of sewer.
- SC 4.17-3 The Applicant shall submit a plan showing sewer improvements that meets the District Engineer's approval to the Building Division as part of the plans submitted for plan check.
- SC 4.17-4 The Applicant is required to contact the Costa Mesa Sanitary District to arrange final sign-off prior to Certificate of Occupancy being released.
- SC 4.17-5 Unless an off-site trash hauler is being used, the Applicant shall contact the Costa Mesa Sanitary District to pay trash collection program fees and arrange for service for all new residences. Residences using bin or dumpster services are exempt from the requirement.
- SC 4.17-6 The Applicant shall contact Costa Mesa Sanitary District for any additional district requirements.

5.2 MITIGATION MEASURES

AIR QUALITY

- AQ-1 Prior to issuance of any Demolition or Grading Permit, the City Engineer and the Chief Building Official shall confirm that the plans and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:



- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the Project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the Project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and
- Reroute construction trucks away from congested streets or sensitive receptor areas.

AQ-2 All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114 (Spilling Loads on Highways), with special attention to Sections 3114(b)(F), (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads. Prior to the issuance of grading permits, the Applicant shall coordinate with the appropriate City of Costa Mesa Engineer on hauling activities compliance.

AQ-3 Prior to issuance of Building Permits, the Building Plans shall demonstrate that all residences are equipped with a mechanical ventilation system that will properly filter the indoor air. The ventilation system can be a component of the air conditioning system, with the distinction being that clean, ventilated air flow does not necessarily need coolant. The ventilation system shall be effective with all doors and windows closed. Additionally, the ventilation system shall have



a filtration efficiency of at least 90 percent and the ability to remove particulate matter with diameters equal to or greater than 0.5 micron.

GEOLOGY AND SOILS

GEO-1 Each of the recommendations specified in the *Geotechnical Engineering Investigation for Proposed Commercial and Residential Development at 1527 Newport Boulevard Costa Mesa, California* (Coast Geotechnical, Inc., May 22, 2006) shall be incorporated into the Project's design considerations, plans, and job specifications.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Prior to demolition activities, removal and/or abatement of asbestos containing building materials, lead based paints, and hazardous materials associated with the existing building materials shall be conducted by a qualified environmental professional in consultation with the Costa Mesa Fire Department. An asbestos and hazardous materials abatement specification shall be developed by the qualified environmental professional, in order to clearly define the scope and objective of the abatement activities.

HAZ-2 Prior to investigations, demolition, or renovation, all activities shall be coordinated with Dig Alert (811).

HAZ-3 If unknown or suspect materials are discovered during construction by the contractor that are believed to involve hazardous wastes or materials, the contractor shall:

- Immediately stop work in the vicinity of the suspected contaminant, removing workers and the public from the area;
- Notify the City Engineer and Costa Mesa Fire Department;
- Secure the area(s) in question; and
- Implement required corrective actions, including remediation if applicable.

HYDROLOGY AND WATER QUALITY

HYD-1 Prior to the issuance of any Grading Permit, the Applicant shall:

- Prepare a detailed Hydrology Study, approved by the City Engineer.
- Design all storm drain facilities, approved by the City Engineer, for 25- year storm event protection.
- Design all storm drains in the public right-of-way to be a minimum of 24 inches by City of Costa Mesa requirements and in accordance with the Orange County Local Drainage Manual including a minimum spacing between manholes of 300 feet.



NOISE

- NOI-1 For Project residential areas immediately adjacent to Newport Boulevard, all exterior walls and floor ceiling assemblies (unless within a unit) shall be constructed with double paned glass or an equivalent windows in a manner to provide an airborne sound insulation system achieving a minimum Sound Transmission Class of 28. The Applicant, as an alternative, may retain a qualified acoustical consultant whom shall submit a report for an alternative means of sound insulation satisfactory to the City of Costa Mesa which achieves a maximum interior noise level of 45 CNEL.



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6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Costa Mesa prepare a Mitigated Negative Declaration for the Anchor Live/Work Project. We find that the Project could have a significant effect on a number of environmental issues, but that the specified mitigation measures would reduce such impacts to a less than significant level. We recommend that the second category, which specifies preparation of a Mitigated Negative Declaration, be selected for the City's determination; refer to Section 3.3, *Lead Agency Determination*.

November 20, 2012
Date

Rita Garcia
Rita Garcia -
Senior Project Manager
Planning/Environmental Services
RBF Consulting



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7.0 REFERENCES

The following references were utilized during preparation of this IS/MND. These documents are available for review at the City of Costa Mesa, Planning Department, 350 Main Street, Costa Mesa, CA 90245.

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Telephone Conversation: Mejia, Bart, City of Costa Mesa Parks and Recreation Department, October 17, 2012.

Written Correspondence: Revere, Patrick, P.E., RBF Consulting, October 22, 2012.



8.0 REPORT PREPARATION PERSONNEL

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Mr. Paul Martin, Traffic
Ms. Linda Bo, Document Preparation/Graphic Artist*



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APPENDIX

Appendix E:
Trip Generation memorandum



MEMORANDUM

To: Claire Flynn, City of Costa Mesa JN 10-108883

From: Paul Martin, PE, TE, RBF Consulting

Date: November 14, 2012

Subject: Newport Boulevard Live Work Trip Generation Memorandum

This trip generation memorandum has been prepared to document the forecast trip generation of the proposed Newport Boulevard Live/Work Project in the City of Costa Mesa. The proposed project is located north of Industrial Way, between Superior Avenue and Newport Boulevard at 1527 Newport Boulevard Frontage Road. The proposed project would displace the existing Anchor Port 43-unit mobile home park with 40 for-sale live/work condominium units with 16,662 square feet of office/retail uses in the “work” component of the residential units.

Proposed Use

The project site is occupied by a mobile home park. The mobile home park will be displaced by a 40-unit live/work development. Primary project site access is proposed via one unsignalized full-access driveway at the easterly project frontage on Newport Boulevard Frontage Road. Secondary emergency site access is proposed via an existing driveway at the westerly project frontage. The emergency only driveway is a shared driveway serving land uses on Superior Avenue. Refer to Attachment A for the project site plan.

The proposed project is located within the 19 West Urban Plan area which allows incentives for the development of ownership housing and mixed-use development projects.

Project Trip Generation

To calculate trips forecast to be generated by the proposed land use, *Institute of Transportation Engineers (ITE)* trip generation rates were utilized. The *ITE* Condominium land use category

was utilized to forecast trips generated by the residential component of the proposed project. The *ITE General Office and Specialty Retail* land use categories were utilized to forecast trips generated by the “work” component of the proposed project, with the 16,662 square feet of commercial use split evenly between office and retail uses.

The proposed live/work development is anticipated for small home-based businesses which generate nominal customer traffic. These could include real estate appraisers, internet-based businesses, accountants, photographers, and other professions which require minimal customer visits or commercial visibility. The desired reduction in trip generation would occur when a resident “travels” downstairs to begin work each day, without taking a car trip to or from the site.

Image 1 below illustrates an example live/work housing unit in Ladera Ranch in south Orange County which is constructed as a single-family residence.



Image 1: Example of Live/Work Unit in Ladera Ranch, CA (Source: RBF Consulting)

Consistent with other studies conducted within the City of Costa Mesa, a mixed-use reduction of 10-percent is assigned to the forecast traffic associated with the proposed project uses.

Table 1 summarizes the most applicable *ITE* trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

Table 1
***ITE* Trip Rates for Proposed Project Site Uses**

Land Use (<i>ITE</i> Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Residential Condominium (230)	Dwelling Units	0.07	0.37	0.44	0.35	0.17	0.52	5.81
General Office Building (710)	Thousand square feet	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Specialty Retail Center (814)	Thousand square feet	0.00	0.00	0.00	1.19	1.52	2.71	44.32

Source: 2008 *ITE Trip Generation Manual*, 8th Edition.

To determine traffic generation of the existing mobile home park, traffic counts were collected in August 2012 while the mobile home park was in operation and generating traffic. The mobile home community is estimated to be 80-percent occupied with 20-percent of units vacant and not generating traffic. Existing traffic counts are included in Attachment B. This analysis conservatively does not increase existing traffic counts to account for 100-percent occupancy of the existing mobile home park.

Table 2 summarizes the net trips forecast to be generated by the proposed project when accounting for displaced land use and operational characteristics of the Newport Boulevard Live/Work project.

Table 2
Forecast Net Trip Generation of Proposed Project

Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
40 Condominium Units	3	15	18	14	7	21	232
8.331 tsf office	11	2	13	2	10	12	92
8.331 tsf specialty retail	0	0	0	10	13	23	369
Trip Generation Subtotal	14	17	31	26	30	56	693
10% Mixed Use Trip Reduction	-1	-2	-3	-3	-3	-6	-69
Total Trip Generation of Proposed Project	13	15	28	23	27	50	624
Displaced Land Use							
43 Mobile Home Units ¹	-2	-7	-9	-12	-3	-15	-171
Total Trip Generation of Displaced Use	-2	-7	-9	-12	-3	-15	-171
Total Forecast Net Trip Generation of Project	11	8	19	11	24	35	453

Source: 2008 ITE Trip Generation Manual, 8th Edition.

1 = Existing trip generation determined from measured traffic counts.

tsf = thousand square feet.

As shown in Table 2, when assuming a reduction in traffic associated with the mobile home park, the proposed project is forecast to generate approximately 453 net new daily trips, which include 19 net new a.m. peak hour trips, and 35 net new p.m. peak hour trips.

Based on review of the proposed project's planned site access, nearby circulation facilities, and proximity to other communities, it is assumed 65-percent of travel the site would originate to/from the north, and 35-percent would originate to/from the south.

For example, approximately 16 peak hour trips are forecast to travel to the north, and 7 peak hour trips are forecast to travel from the north during the p.m. peak hour. Therefore, approximately 8 peak hour trips are forecast to travel to the south, and 4 peak hour trips are forecast to travel from the south during the p.m. peak hour. The peak hour trips assigned to local intersections does not exceed the City traffic thresholds of 1-percent of capacity, therefore, no significant impacts are forecast to occur.

General Plan Buildout Comparison

Table 3 summarizes the most applicable *ITE* trip generation rates used to calculate the number of trips forecast to be generated by light industrial and commercial uses allowed on the project site per the City General Plan.

Table 3
***ITE* Trip Rates for Proposed Project Site Uses**

Land Use (<i>ITE</i> Code)	Units	AM Peak Hour			PM Peak Hour			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Light Industrial (110)	Thousand square feet	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Specialty Retail Center (814)	Thousand square feet	0	0	0	1.19	1.52	2.71	44.32

Source: 2008 *ITE Trip Generation Manual*, 8th Edition.

Table 4 summarizes the net trips forecast to be generated by the proposed project when compared to the maximum allowable buildout consistent with the City of Costa Mesa General Plan.

Table 4
General Plan Buildout - Forecast Net Trip Generation of Proposed Project

Project Component	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
Proposed Project							
40 Condominium Units	3	15	18	14	7	21	232
8.331 tsf office	11	2	13	2	10	12	92
8.331 tsf specialty retail	0	0	0	10	13	23	369
Trip Generation Subtotal	14	17	31	26	30	56	693
10% Mixed Use Trip Reduction	-1	-2	-3	-3	-3	-6	-69
Trip Generation of Proposed Project	13	15	28	23	27	50	624
Land Use Allowable by General Plan							
7.405 tsf general light industrial	6	1	7	1	6	7	52
15.812 tsf specialty retail	0	0	0	19	24	43	701
Trip Generation of Allowable Uses	6	1	7	20	30	50	753
Trip Generation of General Plan Comparison	7	14	21	3	-3	0	-129

Source: 2008 *ITE Trip Generation Manual*, 8th Edition.

1 = Existing trip generation determined from measured traffic counts.

tsf = thousand square feet.

As shown in Table 4, when comparing to uses allowed by the General Plan, the proposed project is forecast to generate approximately 129 less daily trips, which include 21 more a.m. peak hour trips, and 0 additional p.m. peak hour trips.

Conclusions

When assuming a reduction in traffic associated with the mobile home park, the proposed project is forecast to generate approximately 453 net new daily trips, which include 19 net new a.m. peak hour trips, and 35 net new p.m. peak hour trips.

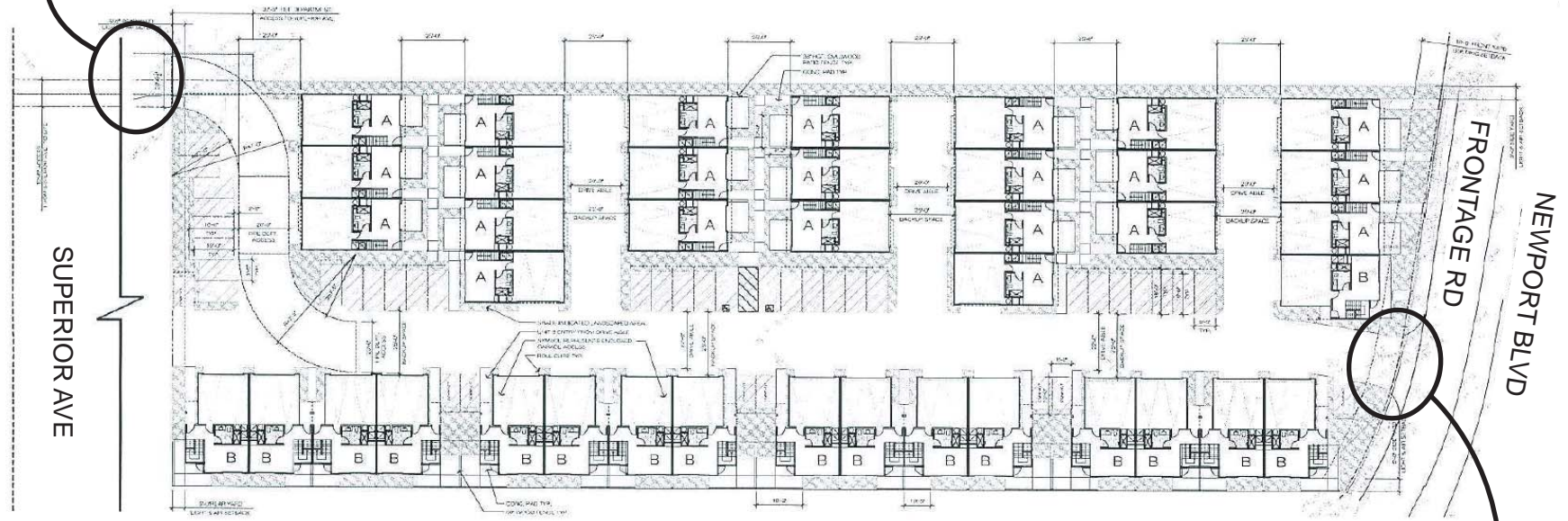
The peak hour trips assigned to local intersections does not exceed the City traffic thresholds of 1-percent of capacity, therefore, no significant impacts are forecast to occur.

Since the proposed project is consistent with applicable zoning, and negligible traffic generation is created due to the change in land uses, no traffic impacts are forecast and no traffic mitigation is required.

Please contact me with any questions at 949.855.7005 – Paul.

H:\pdata\10108883\Traffic\Admin\TripGen_Memo_11-14-2012.docx

EMERGENCY
ACCESS DRIVEWAY



FULL-ACCESS
DRIVEWAY



Not to Scale



Proposed Project Site Plan

Attachment A

Thursday, August 16, 2012

CITY: COSTA MESA

PROJECT: SC0095

Prepared by: Field L

1527 Newport Boulevard

AM Period	IN1	OUT1	IN2	OUT2	PM Period	IN1	OUT1	IN2	OUT2						
00:00	1	0	0	0	12:00	0	2	1	1						
00:15	0	1	0	0	12:15	1	0	0	1						
00:30	0	0	0	0	12:30	1	0	0	2						
00:45	0	1	0	1	0	0	2	1	3	0	1	2	6	12	
01:00	0	0	0	0	13:00	1	0	0	1						
01:15	0	0	0	0	13:15	1	1	1	1						
01:30	0	0	0	0	13:30	1	0	0	0						
01:45	0	0	0	0	0	0	3	1	2	0	1	0	2	8	
02:00	0	0	0	0	14:00	2	1	0	2						
02:15	0	0	0	0	14:15	0	0	0	0						
02:30	0	0	0	0	14:30	0	0	0	1						
02:45	0	0	0	0	0	0	2	1	2	0	0	0	3	7	
03:00	0	0	0	0	15:00	3	2	1	1						
03:15	1	1	0	0	15:15	0	0	2	0						
03:30	0	0	0	0	15:30	0	2	0	0						
03:45	0	1	0	1	0	0	3	0	4	1	4	2	3	14	
04:00	0	0	0	0	16:00	0	0	1	1						
04:15	0	0	0	0	16:15	0	1	1	1						
04:30	0	0	0	0	16:30	2	0	0	1						
04:45	0	0	0	0	0	0	2	0	1	0	2	1	4	9	
05:00	0	0	0	0	17:00	0	1	2	0						
05:15	0	0	0	0	17:15	2	0	1	1						
05:30	0	0	0	0	17:30	4	0	2	1						
05:45	0	0	0	0	0	1	7	0	1	0	5	0	2	15	
06:00	0	0	0	0	18:00	2	0	1	1						
06:15	0	0	0	0	18:15	0	1	0	0						
06:30	0	1	1	0	18:30	0	1	2	0						
06:45	0	0	1	2	0	1	3	0	2	1	4	1	2	11	
07:00	0	0	1	1	19:00	2	1	0	0						
07:15	0	2	0	1	19:15	0	0	0	1						
07:30	0	0	0	0	19:30	1	0	0	1						
07:45	0	0	0	2	0	1	3	1	2	2	2	1	3	10	
08:00	0	1	0	1	20:00	0	0	1	1						
08:15	0	1	0	0	20:15	0	2	0	0						
08:30	0	2	0	1	20:30	1	0	0	0						
08:45	1	1	0	4	1	1	2	0	2	1	2	0	1	7	
09:00	0	2	2	1	21:00	1	0	0	0						
09:15	1	0	0	1	21:15	0	0	0	0						
09:30	0	0	0	0	21:30	1	2	1	0						
09:45	1	2	0	2	2	4	0	2	0	1	0	0	5		
10:00	0	1	0	0	22:00	0	0	0	0						
10:15	0	1	2	0	22:15	0	0	2	0						
10:30	4	4	0	1	22:30	2	1	0	1						
10:45	0	4	2	8	2	4	0	1	1	2	1	3	0	1	8
11:00	1	0	1	0	23:00	0	0	0	0						
11:15	1	1	1	1	23:15	0	0	0	0						
11:30	1	1	1	2	23:30	1	0	0	1						
11:45	0	3	1	3	1	4	1	4	1	4	1	0	0	1	2
Total Vol.	12	23	15	13	63	32	23	25	28	108					

Daily Totals

IN1	OUT1	IN2	OUT2	Combined
44	46	40	41	171

AM

Split %	19.0%	36.5%	23.8%	20.6%	36.8%
Peak Hour	10:30	10:00	10:15	11:15	10:30
Volume	6	8	5	5	19
P.H.F.	0.38	0.50	0.63	0.63	0.53

PM

29.6%	21.3%	23.1%	25.9%	63.2%
17:15	14:45	16:45	12:00	17:15
9	5	5	6	16
0.50	0.63	0.63	0.75	0.57

pacific@aimtd.com

Tell. 951 249 3226

Attachment B